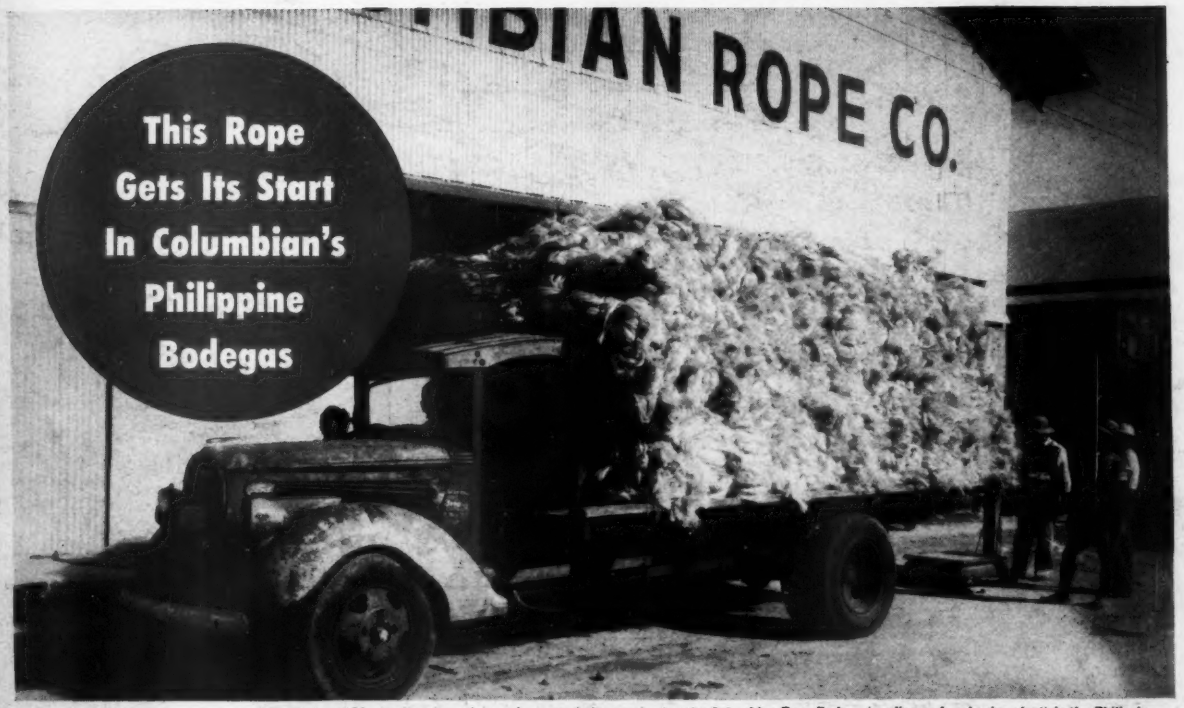
ATLANTIC FISHERMAN

MARCH 1949




Loose bales of Manila fibre from the provinces are being received at the Columbian Rope Bodega (grading and packaging plant) in the Philippines

**Columbian Field Force Assures Best Manila Fibre For COLUMBIAN ROPE**

From fibre-producing plantations now gradually being restored in the Philippine Islands, comes the selected manila fibre that goes into Columbian Tape-Marked Pure Manila Rope.

Columbian representatives, constantly in touch with the better plantations, contract for the raw fibre before it is ready to pack or bale — to make sure of getting the best quality. The selected manila fibre, tied in bultos for easy handling, is transported to Columbian's warehouses, or bodegas, where it is graded and baled for shipment to our mill.

Entirely rebuilt since the war's devastation, Columbian warehouses and other facilities are completely modern, strategically located, and managed by experts in judging and buying fibre. Columbian maintains this on-the-scene service to guarantee the best in manila fibre supply. You benefit from this far-reaching program, get better, more dependable rope when you select COLUMBIAN—The Rope of the Nation.

**COLUMBIAN ROPE COMPANY**

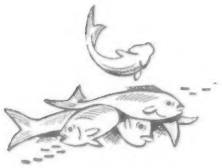
310-80 Genesee St., Auburn, "The Cordage City," N. Y.

Red
White
Blue

*There is no finer rope!*

Boston Office and Warehouse 38 Commercial Wharf

# Netting a Profit



A 11,000-pound catch in 25 minutes, that's the record of the *Georga-Man,* one of two Cummins-Powered beam trawlers owned by Captain David H. Hart, Sr., Cape May, N. J.

The 58-foot *Georga-Man,* powered with a Model HMS-600 Cummins Diesel, makes 10 knots empty and five knots while dragging 60-foot top-line nets. The engine averages between four and one-half and five gallons of fuel per hour and has required only minimum maintenance in three seasons of operation.

Your Cummins Dealer is listed below. Ask him for more information about the proved performance and economy of Cummins Diesels.

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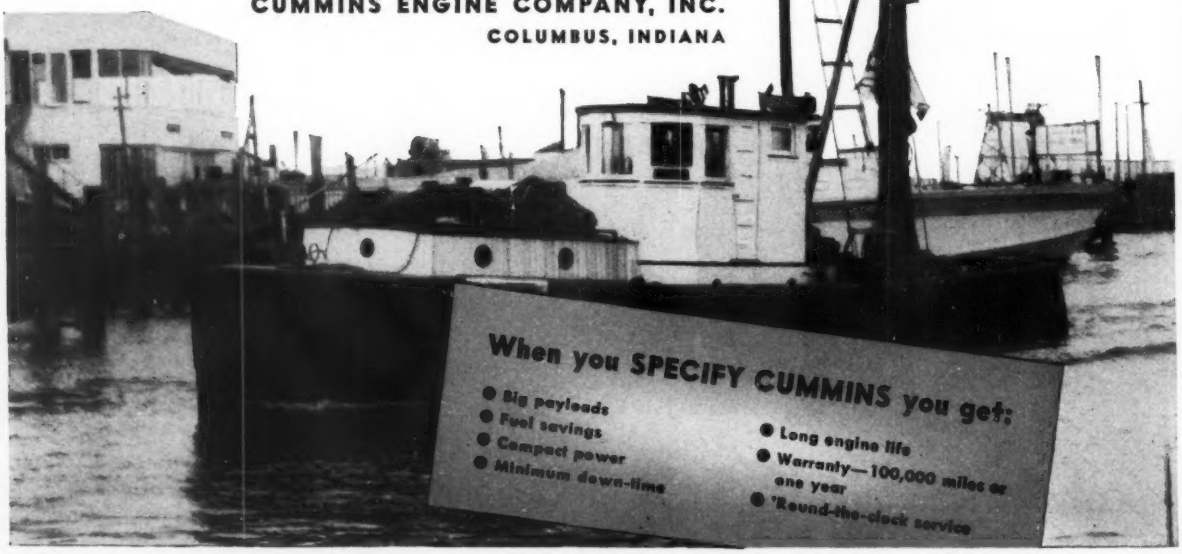
**COLUMBUS, INDIANA**

CUMMINS DIESEL
SINCE 1918...PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS




*SEE YOUR CUMMINS DEALER*

**CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.**.....37 Airport Road, Hartford 5, Connecticut, Tel. 2-9311
*Branch:* 18 Hurley St., Cambridge 41, Massachusetts, Tel. Kirkland 1276. *Authorized Sales & Service:* Southwest Boat Corporation, Southwest Harbor, Maine

**CUMMINS DIESEL ENGINES, INC.**.....209-13 N. 22nd St., Philadelphia 3, Pa., Tel. RI. 6-4460
*Branches:* 2nd and Orange Sts., Mount Carmel, Pa., Tel. 1261; 6501 Hamilton Ave., Pittsburgh 6, Pa., Tel. Montrose 9784; Light and York Sts., Baltimore, Maryland, Tel. South 1281

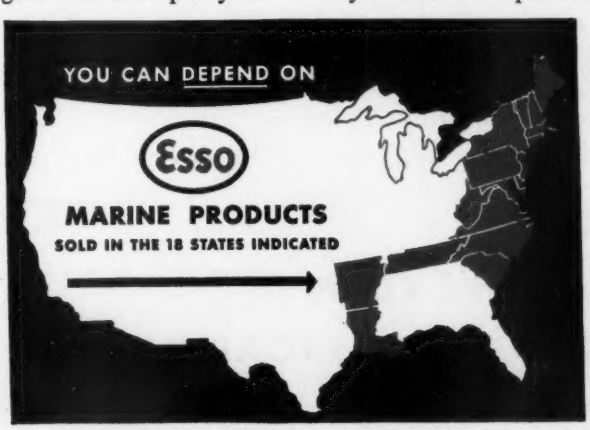
**CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC.**.....1030-1044 Leggett Ave., New York 55, New York, Tel. Melrose 5-7380
*Branches:* 276-278 Badger Ave., Newark, N. J.; 16 Watervliet Ave., Albany, N. Y.

# to get Marine oil for marine engines... get Esso!

## FOR DIESEL MARINE ENGINES — ESSOLUBE HD!

Fishing skippers know that too much carbon in the piston ring grooves of their diesel engines can cause plenty of trouble. To help avoid this, many fishermen now pick Essolube HD — the marine oil that's scientifically developed to *fight carbon!*

Essolube HD contains oxidation and corrosion inhibitors that fight carbon and sludge deposits, and a special detergent that helps keep rings from sticking. To help *your* diesel marine engine deliver excellent performance under even severest operating conditions... GET ESSOLUBE HD!




## FOR GASOLINE MARINE ENGINES—ESSO MARINE OIL!

Esso Marine Oil is *not a rebranded motor oil!* It's carefully selected from a paraffin base stock particularly well suited for marine use . . . and then *solvent refined* to develop a high quality marine oil.

Esso Marine Oil *flows freely* when engine is cold . . . *keeps body* when engine is hot . . . *resists carbon deposits!*

If you want to help protect your boat's gasoline engine with a *marine* oil instead of a rebranded motor oil — GET *ESSO* MARINE OIL!

PILOT MARINE CORP.
CONTROLS INSTRUMENTS

*Announces*

# MARINE
## CADMIUM-NICKEL STORAGE BATTERIES

**Manufactured by**

## BAKER & CO., Inc.

*For Vessels of All Sizes*

This is the battery which recently has received wide publicity for its miraculous performance.

*Check These Features*

- Long life (upwards of 20 years)
- Light weight
- No gassing on discharge
- No corrosive fumes to disintegrate wood or steel
- No damage from freezing
- No damage from idle periods
- Retains charge over long idle periods
- All steel construction
- High discharge rate suitable for diesel starting
- Excellent performance at extremely low temperature

If you use batteries you are paying for at least four sets of Cadmium-Nickel batteries over a period of 20 years without Cadmium-Nickel performance.

How would you like to buy one set of batteries that will last you 20 years?

Think it over!

Our engineering department will gladly advise you as to the best size of battery for your particular purpose.

***WRITE — WIRE — PHONE***

PILOT MARINE CORP.
CONTROLS INSTRUMENTS

*PILOT MEANS PERFORMANCE*

Bendix AVIATION CORPORATION
DISTRIBUTORS

**39 BROADWAY NEW YORK 6, N. Y.**

TELEPHONE WHITEHALL 3-3734

# Absolute Import Quota Needed

The testimony presented at recent hearings in Washington regarding foreign fish imports clearly indicated the ineffectiveness of the existing tariff law. The duties on fillets, for example, represent such a small percentage of the current selling price that they are of little value in offsetting the advantage which foreign producers enjoy because of their much lower production costs.

The Government's policy of promoting foreign trade by keeping tariff barriers low, probably precludes any upward revision of duties on fish. However, the establishment of a limitation for imports is a possibility under the escape clause provision of the Trade Agreement Act, and should be fully considered.

In connection with the matter of quotas, the brief filed by Sun Harbor Packing Co. of San Diego, Calif., contains the following pertinent information:

"There is no specific provision in the law relating to quotas. The Reciprocal Trade Agreements Act, however, permits the President, whenever '. . . he finds as a fact that any existing duties or other import restrictions of the United States or any foreign country are unduly burdening and restricting the foreign trade of the United States . . . (1) to enter into foreign trade agreements . . . and (2) to proclaim such modifications of existing duties and other import restrictions, or such additional import restrictions...as are required or appropriate...'

"Under 'such additional import restrictions' quotas have been placed on fish fillets, whole milk, filler tobacco, potatoes, cattle and butter, among other commodities, without the necessity of legislation.

"The machinery of the Trade Agreements Act itself has been used to establish quantitative restrictions on the above named products. These, on the whole, however, have been tariff quotas under which a stated quantity of a product may be imported at a certain tariff figure, all overages being assessed at a higher rate.

"Absolute quotas, on the other hand, allow only so many pounds of a product to be imported and no more. An example of the use of this device is found relating to trade with the Philippines. Under it, absolute quotas are set on imports of sugar, cordage and rice from that country. There are also, under the same legislation, absolute but duty free quotas on cigars, scrap tobacco, coconut oil and buttons of pearl or shell.

"Under the Agricultural Adjustment Act, if the President has reason to believe commodities are being 'or are practically certain to be imported' under such conditions or in such quantities as to endanger the purposes of the Act, then he may cause the Tariff Commission to make an immediate investigation and report. Upon the basis of the report the President may impose fees not in excess of 50 per centum ad valorem 'or such quantitative limitations' as he finds necessary on imports. By utilizing this section, quotas have been placed on wheat and cotton.

"Another example of a type of quota in International trade relates to the importation of coffee under the Inter-American Coffee Agreement. This Agreement provided for coffee quotas from the participating countries in order 'to promote the orderly marketing of coffee in International trade, with a view to assuring equitable terms for both producers and consumers by adjusting supply to demand.'

"These various illustrations of the techniques used in fostering foreign trade while protecting the domestic producers are illustrative of methods which are certainly applicable to the fisheries. These systems for the sharing of markets of the United States have worked well and remain within the foreign trade policies of the Government."

## Our New Cover

This month's issue of Atlantic Fisherman displays a new cover design, the first change in 15 years. It is a modernized version of the previous cover, with the former logotype being retained. The familiar white lettering on the black background continues in enlarged form, with generous use of white space to give it prominence. The color frame accentuates the name and date line.

The new design is in keeping with the present-day trend toward simplicity, and away from decorative treatment. We trust that you will like it.


# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers

VOL. XXX MARCH 1949 NO. 2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# Surrette

SPECIAL SERVICE

## MARINE BATTERIES

### Provide Ample Battery Power On 100 Ft. Trawler "CHANCO"

One of the best equipped Southern trawlers is the 100 ft., 175,000 lb. capacity "Chanco", owned by Capt. W. Wesley Mills of Seaford, Va. Surrette batteries provide ample power to meet her many electrical requirements including the latest navigating instruments which comprise a 75-watt radiotelephone, direction finder, depth finder and loran.

The "Chanco" installation consists of two 32-volt sets of Type 8-HHG-31 Surrette Marine Batteries. Their capacity is 288 ampere hours at the 8 hr. rate each set, giving the "Chanco" a total battery capacity of 576 ampere hours.

Surrette 8-HHG-31 are not limited in their ability to supply light and power, but are so designed that they are capable of cranking the heaviest Diesel engine. The extra heavy construction, double posts (4) in each cell instead of the usual two, double cell connectors instead of single, double insulation of microporous permanent rubber and fibreglass, assembled in genuine hard rubber container, combined, enable Surrette batteries to live up to their slogan: "They Cost Less Because They Last Longer".

Surrette Marine Batteries are truly the best battery investment that you can make, and are available through dealer organizations from Maine to Texas. The above owner was serviced by the Norfolk Marine Company, Norfolk, Virginia. Write for the name of your nearest Surrette Marine Dealer.

**Made in Salem, Mass. by**
**SURRETTE STORAGE BATTERY CO**



*It's time you got acquainted with*

# PACKARD
## MARINE POWER

**See your nearest Packard Marine Engine dealer**

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**MIAMI MARINE, INC.**
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Miami 12, Florida

**MOREHEAD CITY YACHT BASIN, INC.**
300 Arendell Street
Morehead City, North Carolina

**PACKARD MOTOR CAR CO., INC.**
Marine Engine Department
787 11th Ave., New York 19, N. Y.

**THOMAS T. PARKER**
655 Summer St., Boston 10, Mass.

**PAXTON CO.**
64-66 Commercial Place
Norfolk 10, Va.

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# CARTER'S

## RUBBER GARMENTS
*FOR FISHERMEN*

**THE PIONEER**
**line of**
**LATEX CLOTHING**

*COMFORTABLE • ROOMY*
*DEPENDABLE*

Made in Jackets, Pants, three-quarter Coats, Hats and Aprons.

**DURABLE • LIGHTWEIGHT**
*Guaranteed Not to Stick*

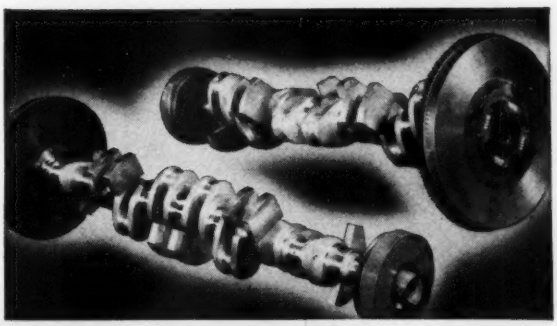
## J. F. CARTER CO.
**BEVERLY, MASSACHUSETTS**

# Smart buyers will score 100% on this marine engine value quiz!

**1.** In every Packard Marine Engine, "crankshaft whip" is reduced to the vanishing point because Packard offers you:

***A. Flywheel-type damper***
***B. Flywheel located aft***
***C. Vacuum-type crankcase ventilation***

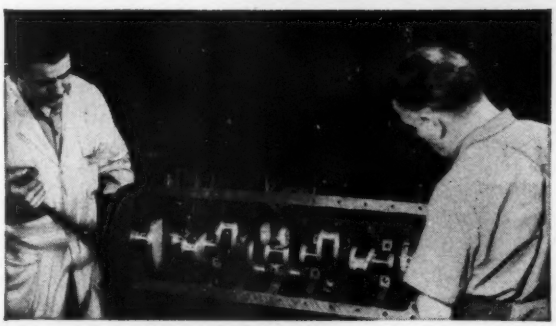
Answers A and B are correct. (Vacuum-type crankcase ventilation is an important Packard *long-life* feature. It eliminates corrosive fumes, which eat into the vital parts of old-fashioned gasoline engines.)



**2.** For easier starting, and smoother, more responsive performance, Packard Marine Engines feature:

***A. Sealed and balanced carburetion***
***B. Silent reduction gears***
***C. Overlapping crankshaft bearings***

Answer A is correct. (But don't forget silent reduction gears and overlapping crankshaft bearings are important for trouble-free dependability.)



**3.** Which Packard feature listed below is one of the secrets behind the amazing smoothness of the Packard Marine Eight?

***A. 100% power in reverse***
***B. Highly balanced crankshaft***
***C. Finger-tip gear control***

Answer B is correct. (The other two are important ***maneuverability*** features—standard equipment on both the 150-HP Marine Eight and the 100-HP Marine Six.)

**4.** What other outstanding facts make Packard Marine Engines your best buy in marine power?

***A. Advanced design—precision manufacturing***
***B. Low installation costs***
***C. Preferred by America's most progressive boat builders***

All three answers are correct. Let your Packard Marine Engine dealer demonstrate why new boats *deserve* Packard power—and old boats *need* it!

ASK THE MAN WHO OWNS ONE

# PACKARD MARINE ENGINES

PACKARD MARINE ENGINE DEPARTMENT, Packard Motor Car Co., Detroit 32, Michigan

# PITTSBURGH TOPSIDE WHITE

really stays white!

*Keeps hulls and superstructures looking whiter longer because it resists fumes from fuel, cargo, sewage and industrial gases... Responds excellently to cleaning operations.*

IT'S FUME-PROOF! That's why so many builders and operators of fishing craft use Pittsburgh Marinehide White for hulls and superstructures.

**Smoke from fuel,** foul water, dock and harbor sewage and industrial gases will not darken or discolor it. Nor will it chalk excessively, or crack or mar easily. Scrub it repeatedly without wear. You can get no better protection against sun, wind, rain, ice and salt spray.

**Pittsburgh has** special finishes for every marine need. Write for free booklet that may save you time and money in upkeep.

**PITTSBURGH PLATE GLASS COMPANY**
Industrial Paint Division, Pittsburgh, Pa.
Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Houston, Texas; Los Angeles, Calif.; Portland, Ore. Ditzler Color Div., Detroit, Mich. The Thresher Paint & Varnish Co., Dayton, Ohio. Forbes Finishes Division, Cleveland, Ohio.

PITTSBURGH *Marine Finishes*
PAINTS • GLASS • CHEMICALS • BRUSHES • PLASTICS
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# *Sounding-Lead*

**SUBSIDY BILL**— The National Fisheries Institute's Executive Committee has unanimously voted to oppose S. 856, a CIO-sponsored bill which was filed by Senator Warren G. Magnuson of Washington. The bill would establish a Fisheries Stabilization Corporation within the Department of the Interior which would have a capital stock of $5,000,000 and borrowing authority not over $75,000,000. Under Section 4(14) of the bill, which reads as follows, authority is provided to grant a subsidy to fishermen: "It may, with the advice of the board of advisers and the approval of the Secretary of the Interior, support the prices of fish and fish products to fishermen through loans, purchases, payments, and other operations." Another section of the measure provides that the Corporation may package, process, manufacture, can, freeze, store and transport any fish or fish products acquired by it or required by any other agency of the United States.

According to NFI, about all the functions performed by canners, processors, and distributors of fishery products would be taken over by the Government if the bill should become law. The measure has been referred to the Interstate and Foreign Commerce Committee of the Senate.

**ECA ALLOTMENTS**— ECA has approved allotments totalling $750,000 for Italy to purchase canned fish in the United States, except salmon and tuna, through private trade channels. This organization also has approved $15.000 for the purchase of whale oil in the United States and Possessions for delivery during the first quarter of 1949 to the French Zone of Germany.

On February 8, ECA announced a reduction of $133,000 in an authorization of $814,000 announced in November for the purchase of whale oil in the United States for delivery to the Netherlands during the fourth quarter, 1948. The reduction does not represent a decrease in tonnage required, but rather a drop in the value of the tonnage authorized for purchase.

Salt fish orders totalling $1,400,000, which were to be filled by Newfoundland and Canada during the fourth quarter of 1948 under ECA financing, have been cancelled due to lack of fish. According to Robert Tyson of ECA's Washington office, this will improve prospects for getting U. S. canned fish into the Greek program.

**HERRING GRANTED FREE ENTRY INTO CANADA**— Fresh herring to be processed in Canadian canneries was granted duty-free entry into Canada effective February 1, as the result of an order passed by the Canadian Council. Fresh herring ordinarily has been dutiable, upon importation into Canada from the United States, at ½c per pound. However, temporary free entry was granted herring during the period July 1-December 31, 1945 because Canadian packers were experiencing unusual difficulty in keeping up their production. Temporary free entry was again accorded during the period June 1-December 31, 1948.

**SHAD STUDY PROPOSED**— Congressman S. O. Bland of Virginia has introduced a bill authorizing and directing the Fish and Wildlife Service to undertake a continuing study of the Atlantic Coast shad, with respect to the biology, propagation, and abundance of such species. The Service would recommend to the several States of the Atlantic Coast through the Atlantic States Marine Fisheries Commission appropriate measures for arresting the decline of the shad and for increasing the abundance and promoting the wisest utilization of the fish. The bill, which is identical to one introduced in the Senate, was referred to the Committee on Merchant Marine and Fisheries.

An appropriation of $75,000 for the shad study is provided in another measure introduced by Congressman Bland and referred to the Committee on Appropriations.

**F&WS SECTIONS COMBINED**— Effective February 14, the Educational Section and the Market Development Section of the Fish &

Wildlife Service's Branch of Commercial Fisheries were combined into one section, which tentatively will be called the Educational and Market Development Section. The sections were combined in order to provide for more effective operation, and to eliminate confusion as to the difference between their activities.

The new Section will be headed by Donald Y. Aska, formerly chief of the Educational Section. Ralph Russel, former chief of the Market Development Section, is being assigned a specific field of activity in the new Section involving the preparation of quarterly marketing outlook reports and similar reports issued on a monthly basis. Assistant chief of the new Section will be Arthur Sandberg, formerly assistant chief of the Market Development Section.

**MEXICAN SHRIMP IMPORTS**— Imports of shrimp from Mexico during 1948 broke all previous records with a total of 21,477,500 lbs., or over 8 million lbs. more than in 1947 when these imports amounted to 13,228,505. Around 6 million lbs. were entered through the ports on the Gulf Coast and came from the Bay of Campeche fishing area, while the remainder was chiefly from the fishery on the west coast of Mexico in the Gulf of California.

**HOLLAND SETS UP EXPORT MONOPOLY FOR HERRING**— The Netherlands Ministry of Agriculture, Fisheries and Food has announced that sole rights to export salted herring to the United States and Canada have been officially assigned to a recently formed trade association, the Holland Herring Fisheries Assoc., located at The Hague, c/o Bedrijfschap voor Visserijproducten, 20 Wassenaarseweg. This action sets up a Government export monopoly for herring. The Ministry announced that the purpose of the measure is to increase sales of salted herring in North America through centralized delivery of good quality products at uniform prices.

**CANNED PACKS INCREASE**— More satisfactory yields from Gulf oyster beds have resulted in a substantial increase in this year's oyster pack. Through March 2, the pack totalled 136,865 cases, compared with 115,639 last year, or an increase of almost 19%. Demand for canned shrimp has been aggressive.

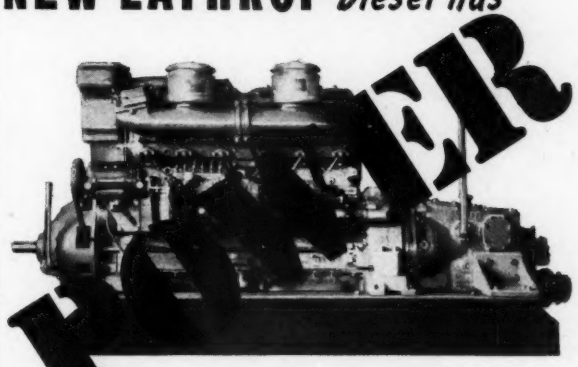
Shrimp packing remains negligible—2,016 cases for the week ending March 2, compared with 1,490 for the same seven days last year. The pack for the season totals 539,892 cases, against 515,556 last year.

**DEASON ON FOREIGN TRIP**— Dr. Hillary J. Deason, chief of the Fish & Wildlife Service's Office of Foreign Activities was scheduled to arrive in Manila on March 1 for a three-week stay in the Philippines to inspect the progress of the Service's Philippine Fishery Program, and to discuss future program activities. He also will attend the inaugural meeting of the Indo-Pacific Fisheries Council in Singapore March 24-April 1 as an adviser to U. S. delegate Oscar E. Sette, head of the Fish & Wildlife Service's Pacific Oceanic Fisheries Investigations; will stop in Siam, India, and Pakistan, while enroute to London, to obtain information and discuss with local officials the fisheries of those countries; and will arrive in London the middle of April as one of the U. S. representatives on the International Whaling Commission.

**TRANSPORTATION RATES**— The Interstate Commerce Commission will hold a hearing on April 20 in Chicago on the Railway Express Agency's request for a 25% increase in icing charges. If the Agency's request is approved, the fishing industry will be faced with payment of another 4 or 5 million dollars per year for transportation.

The I.C.C. began hearings in Washington March 1 on the proposed 13% permanent increase in freight rates under Ex Parte 168 proceedings. V. L. Hodges of Ballard Fish & Oyster Co., Norfolk, Va., who is vice-chairman of the National Fisheries Institute's Traffic Committee and chairman of the Oyster Institute's Rate Committee, and Dr. Richard Kahn of the Fish & Wildlife Service, testified against the increase along with agricultural witnesses.


**NEW LATHROP *Diesel has***



***written all over it . . .***

**You've been asking for more power. Here it is. Lathrop now offers the DH-200 built and tested for the needs of power-minded fishermen.**

**The new DH-200 is a six cylinder, four cycle Diesel developing 187 h.p. under continuous duty conditions at 1600 RPM. Design gives compactness combined with easy accessibility to working parts. The DH-200 is constructed with the same thorough-going workmanship that has made Lathrop engines the standard for high efficiency and low cost operation for over fifty years.**

***SIX REASONS why fishermen prefer Lathrops***

**1 Reliable manufacturer's power rating 2 Low cost maintenance 3 Four cycle fuel economy 4 Completely dependable 5 Long life makes Lathrop a lasting investment 6 Parts and service always available.**

**WRITE TODAY FOR FULL INFORMATION**

**Gentlemen:**
**Please send me: Illustrated catalog on Lathrop engines**
**Gas____ Diesel____ Information on DH-200____**
**Name____**
**Address____**
**City____ State____ 3-A**

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MYSTIC, CONNECTICUT
SINCE 1907 MANUFACTURERS OF RELIABLE MARINE ENGINES

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For generations, men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you *"Gold Medal is fine netting."*

GOLD MEDAL NETTING
means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.
GOLD MEDAL
The greatest name in netting

*Gold Medal Netting*

THE LINEN THREAD CO., INC.
*(Successors to American Net and Twine Company)*
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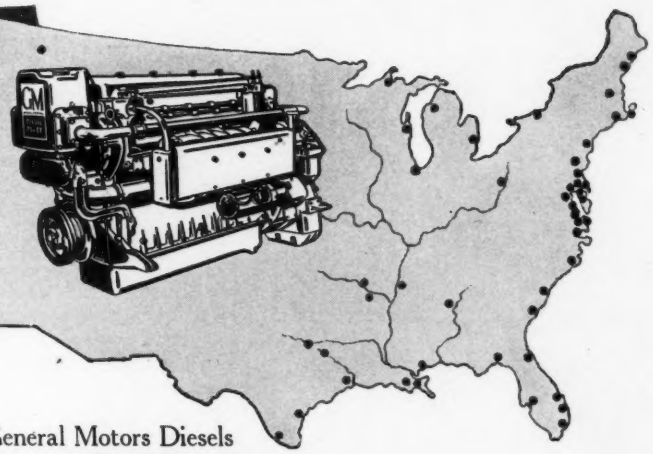
New York 17, N. Y. • Chicago 10, Ill. • Philadelphia 6, Pa. • San Francisco 5, Cal.
Baltimore 3, Md. • Boston 10, Mass. • Gloucester, Mass.
*Makers of fine netting for 107 years*

**GOLD MEDAL SEINE TWINE**—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

*Other Netting Products:* **AN&T Cey Linen Gill Netting · Gold Medal Sea Island Cotton Gill Netting · Plymouth Rope · A Complete Line of Netting Accessories.**

# All Over the Map



Every day sees more and more General Motors Diesels going into boats for propulsion or auxiliary use. These 2-cycle Diesels pack more power in less space—weigh less than older types. They leave more room for cargo or accommodations. They are rugged and dependable. And besides, with GM Series 71 Diesel power in your boat, you have the advantage of readily available service.

*Detroit Diesel Engine Division of General Motors proudly holds one of the first manufacturers' memberships in the National Fisheries Institute Inc.*

GM MARINE DIESEL SERVICE is never far away. Throughout navigable waters you'll find marine engine specialists who take an interest in keeping these engines humming, and in making sure that every one delivers its best.

Here, for your convenience, is a list of GM Diesel Distributors, Dealers and Service Dealers in strategic locations on the water fronts of the United States.

**ATLANTIC COAST**

**DELAWARE**—Lewes
C. H. ELLIS & CO.

**DIST. OF COLUMBIA**—Washington
MAYFLOWER MARINE SERVICE, INC.

**FLORIDA**—Ft. Pierce
EQUIPMENT SALES & SERVICE CO.

**FLORIDA**—Jacksonville, Miami
GENERAL MOTORS CORPORATION
FLORIDA DIESEL ENGINE SALES

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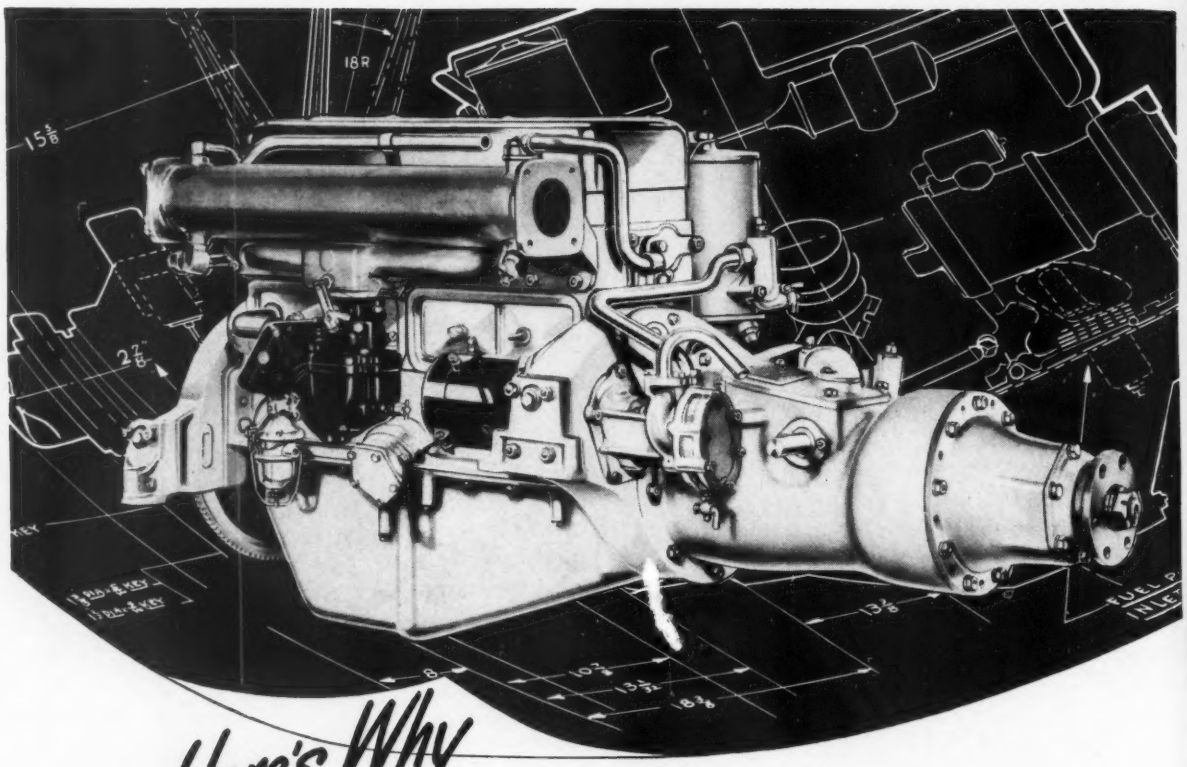


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## DEPENDABLE!

Not converted, re-bored or rebuilt, Chrysler Marine Engine units are designed and built specifically for better, more dependable performance on the water.

## EFFICIENT!

For more efficient use of power, Chrysler Marine Engines are available with integral reduction gears ranging from 1.43 to 3.95 to insure Power To Fit The Hull.

## FLEXIBLE!

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## SAFE!

Weatherproof wiring, corrosion-resistant parts, rubber water pump gears and other protective devices insure safe starting and smooth running under all weather conditions.

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Incorporated in its Marine Engines are many technical achievements such as Superfinished parts and Oilite bearings, developed and pioneered by Chrysler Corporation.

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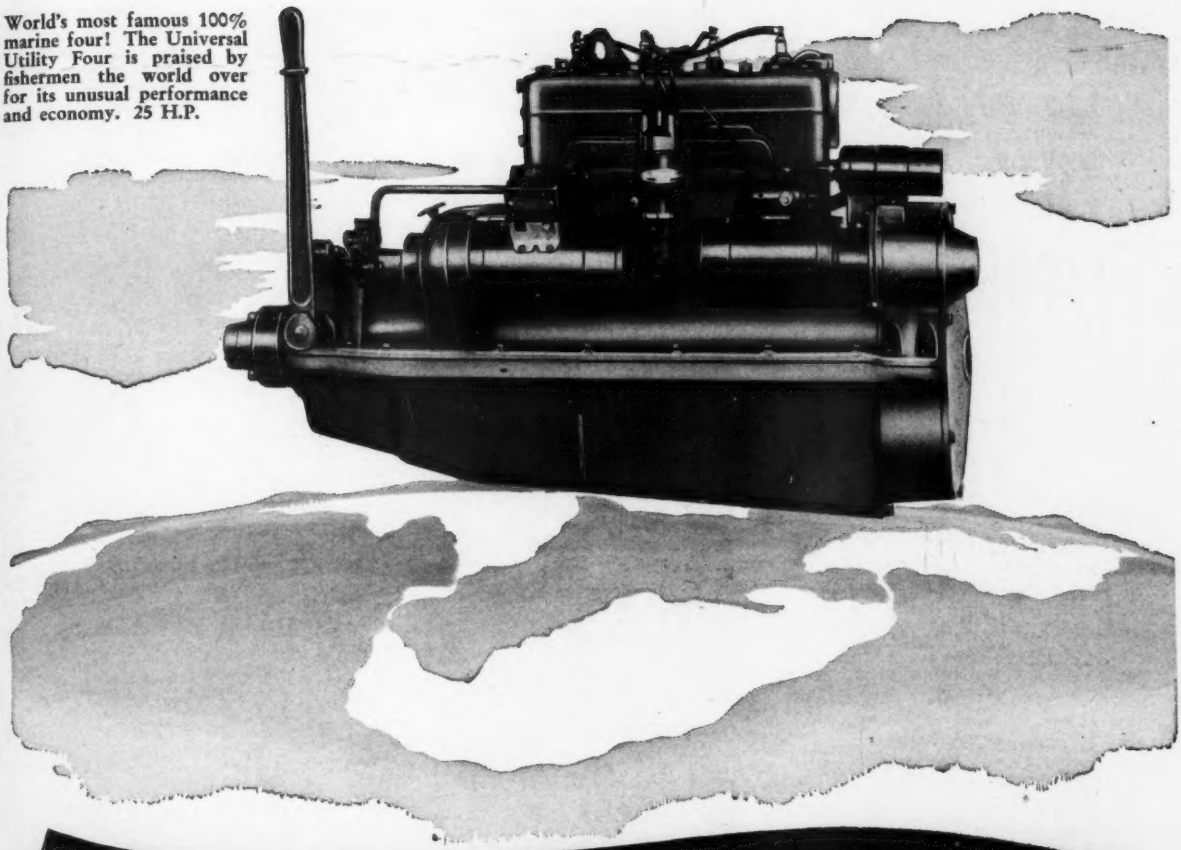

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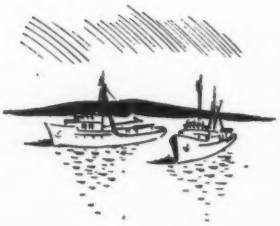

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# Once Famous New England Industry May Be Revived

## Maine Firm Organized for Whaling Operations

THE port of Cutler, Maine may soon add whaling to its State's already numerous variety of fishing enterprises. Encouraged by a U. S. Fish & Wildlife Service whale survey made last Fall, Capt. Erich Zwinkel, who learned his whaling technique under the Norwegian flag many years ago, has organized the Bay of Fundy Whaling Corp. at Cutler, in partnership with Samuel P. Otto of New York, business manager.

These two men have negotiated with the Fish & Wildlife Service for the whaling license necessary to the commencement of operations. If issued, this license will be the second in this country under the new International whaling treaty, the first being held by Max Hoffman, who has a shore station at Eureka, Calif.

The new Maine firm plans to operate a single killer boat, the 145' *Spoonhandle*, former Boston trawler *Belmont*, under the command of Capt. Zwinkel, who will land the catch at a shore station in Cutler. Preparations are nearly completed and fishing is expected to start around the first of April, if the license is issued. Regulations require that killed whales be landed within 33 hours, which would limit the *Spoonhandle* to a 100-mile radius. However, Capt. Zwinkel has estimated that he could take 300 whales annually in that area without adversely affecting the population of the herds.

### Modern Operations

No longer do stout whaling men pull the oars of longboats, as a man poises on the bow to drive home a harpoon by hand. In modern whaling operations the harpoon is dispatched from the bow of a killer boat by a cannon known as the Sven Foyn gun. The harpoon has an explosive head fused to go off a few seconds after entering the whale, which is usually crippled by the charge. The dead whale is made buoyant by pumping air into the body cavity. The carcass is then towed to the shore station or factory ship where it is cut up and the products extracted.

The entire whale can be utilized. High vitamin oils may be obtained from the liver, insulin from the pancreatic gland, mother-of-pearl from the gills and mouth brushes, and oil and bonemeal from the bones. Edible meat is quick-frozen, dehydrated or salted and the remaining portions, particularly the fat and blubber, are rendered for oil which is used mainly for the manufacture of oleomargarine and soaps. Whale oil also is used in making liquid waxes and in cosmetic, leather, textile, paint and printing-ink industries. Almost 10% of the world's supply of edible oil comes from whales. The most valuable product of the mammal is ambergris, used in the manufacture of fine perfumes. However, this substance is rarely found since it is produced only by whales which have an intestinal disorder.

Increased use of whale oil for human consumption in the form of oleomargarine has provided the impetus for the healthy post-war revival of the world's whaling and whale oil industry. The present fleet of 17 factory ships is about one half the size of the 1938-39 fleet which had an all-time high of 36 factories afloat and produced over 3 million barrels of oil.

### Factory Ships

Whale factories today are among the largest merchant ships of non-passenger carrying type constructed, ranging from 15,000 to 30,000 tons. Such vessels are of proportions which permit a whale to be drawn to the working deck by means of a ramp through the bow or stern.

Aircraft are catapulted from the deck for spotting the whales. The vessels act as mother ships for fleets of 10 or more catchers, and are equipped with complete maintenance and repair facilities for all. One part of the ship is refrigerated for the preservation of those parts of the whale suitable for human consumption, and the balance is taken up with a modern oil-producing plant, equipment to deal with by-products and storage tanks.

Once the factory ship brought back only one full load of oil in a season, but the catches now are so large that tankers are necessary to take away loads of oil while the expedition is still operating. This leaves the factory ship with more space for processing equipment and it can operate at full capacity for a longer season. In Antarctic operations, the men work a 12-hour day and a seven-day week and are sometimes at sea for seven months, most of the time in continuous daylight.

The countries which at present have factory ships prosecuting the Antarctic whale resources include Norway, Great Britain, Japan, Holland and Russia. Argentine has the world's largest factory ship under construction at a Belfast, Ireland, shipyard and it is expected that she will be ready for operation by 1950.

The 1947-48 production of the 15,000-ton British factory ship *Balaena* is evidence of the tremendous value of the fishery. This vessel returned to England after a four months' trip to Antarctic waters with a cargo of 4,500 tons of edible whale meat, 163,000 bbls. of edible oil, 10,000 bbls. of sperm oil, 170 tons of meat extract, and 3,200 tons of meat for cattle fodder. Value of the cargo was estimated at over $12,000,000.

### American Whaling

Whales are a marine resource that occur in varying abundance in all oceans of the world and have been the object of pursuit by 20 to 30 nations. At one time the United States was the world's greatest whaling nation. In the 1840's New England ports sent out as many as 735 ships with 40,000 men to hunt down the leviathans.

The last American whaling vessel to sail from an East Coast port was the *John R. Manta*, which left New Bedford, Mass. May 2, 1925 for the Hatteras Grounds. Under the command of Capt. Antonio Mandly and with a crew of 22, she made a three and a half months' voyage, returning on August 20 with 300 barrels of sperm oil produced from 30 small whales. However, during the last war Norwegian factory ships *Thorshammer* and the *Sir James Clark Ross* managed to sneak past the Nazi submarine pack and put into a U. S. port. Both worked for this country for three seasons with a Naval escort, the former alone bringing back from the Antarctic a total of 263,000 barrels of oil worth approximately $8,000,000.

American whaling got its start as big business in Nantucket, Mass. The growth and development of whaling made this port world famous and by 1830 she had become the third largest city in Massachusetts. However, the balance soon swung to New Bedford which in 1857 had an all time high of 329 whalers. Between 1825 and 1860, the New Bedford whaling industry represented an investment of more than $70,000,000 and supported an estimated total of 70,000 people.

The last of New Bedford's once great fleet of whaling ships, the *Charles W. Morgan*, now is anchored off Mystic, Conn., permanently enshrined by the Marine Historical Association, Inc. A veteran of 37 voyages between 1841 and 1921, she cruised in the Atlantic, Pacific, Indian Oceans and the Japan and Okhotsk Seas. Records show that the *Morgan* sailed more miles and took more sperm oil and whalebone than any other whaler of her time.

### Conservation

Throughout the history of the fishery, on one whaling ground after another, the same pattern of events has been repeated: The rise, climax, and decline of a great industry. As each area in turn became exhausted through overfishing, the whalers moved on to new fields. Shortly after 1900, the industry began operation in the last great unexploited area, the Antarctic Ocean.

Fearing that the same pattern of overfishing and depletion would be repeated in the Antarctic, and that the remaining profitable grounds in other parts of the world would become exhausted, the world's leading whaling nations took action in the early 1930's. The League of Nations called together a committee to consider international regulation of the whaling industry. From this action, several international conventions have set forth regulations for whaling, the first in 1932, another in 1937, upon which, with subsequent protocols and agreements, the present whaling regulations are chiefly based.

These regulations prescribe seasons for whaling, establish the minimum legal size for whales of each species, and prohibit the

*(Continued on page 42)*

# Economy of Good Gear —

## Saves Time and Money Through Better Service

By Capt. Elwell B. Thomas

THERE are several good reasons why it pays to spend a little more to buy the best in gear and fittings rather than to use a cheaper substitute. One is, that the more trouble-free life of the better item makes it actually more economical. Then too, the resale value of the vessel as a whole is increased, insurance rates may be lower and it may be easier to obtain loans on the craft. The most comforting aspect of such investments is the feeling of security one has when at sea with the best in gear.

### Rudders and Propellers

Rudder fittings on small boats offer a good illustration of economy through a larger first cost. Galvanized screw type gudgeons often are used and may serve for four or five years (and may not). Whereas, if heavy bronze plate-type gudgeons with bronze through-bolts are employed, the fittings may last the life of the boat, and if not, they can easily be rebushed.

Most small boats with wooden outboard rudders employ cheek blocks and a wooden tiller which frequently rots and breaks. I put up with this sort of thing in my yard tug *White Cap* until I became disgusted and had a bronze casting of a combined tiller and cheek block made for $10. I have operated the boat now for years without thought of replacing this assembly and have had no fear that the tiller might break at an embarrassing moment.

If the vessel is fitted with rudder backing chains, it is worth the extra cost to use bronze chain which is available by special order but not commonly on the market or advertised. Bronze eye bolts, eye straps, and shackles should, of course, be used in connection with this bronze backing chain.

It is no economy to use a badly deteriorated propeller for the slightest blow against an object will then render it almost, if not entirely, useless. A towing job or even loss of vessel might result—quite a costly experience in comparison to fitting a new wheel.

When building a new boat, it is advisable to go to the slight additional expense of fitting a shoe to the bottom of the keel, a shoe which may be of oak, greenheart, iron or bronze. The shoe is a great protection from worms as well as damage from grounding. It protects from worms in two directions, especially if of metal. First, worms cannot damage the keel in any part of its length without first boring the shoe, and second, they cannot bore the keel (as in the case without a shoe) where it lands on the crosslogs of the hauling cradle and does not receive antifouling paint.

### Stacks and Plumbing

The "Charlie Noble" is another item in which it pays to spend a little more for something good. First of all, one should take one of the galvanized deck irons to a bronze foundry and have a bronze casting made from the galvanized pattern. Then, it will be found that a coppersmith can make up a pipe and smoke head for about as little as a factory-made galvanized smoke head will cost. At least, that was my experience last Summer, and the copper pipe and smokehead will last as long as the boat. The pipe below decks should be of Monel metal.

In a gasoline powered boat with a water-cooled exhaust pipe, it is highly advisable to use copper, brass or bronze for the last piece of pipe where it passes through the hull as well as a flange of similar metal. The saving in future trouble and bother is well worth the expense.

Somebody should devise and manufacture a thoroughly good device for weatherproofing the top of exhaust stacks such as are common on most Diesel and many gasoline fishermen. Much damage is done by rain and snow working down the exhaust pipe, damage to both silencer and engine. There should be a contrivance made which would allow free escape of exhaust with non-admittance of elements. For the present, fishermen should throw a can over the top of their exhaust pipes or stacks when the engine is not running, but they almost never do. A device to take care of this would be a boon and well worth the small extra expense.

In various vessel plumbing, it pays to use the best and the proper fittings. No iron to bronze, mind you. Use proper seacocks all around. Do not depend on a cheap through-hull fitting and a light valve. The use of the comparatively new type of diaphragm pump marine toilet rather than the cheaper plunger type is a big saving in trouble-free operation from a number of angles. The use of good tanks will pay big dividends over a long period of time. By good tanks, I mean the best, such as tinned copper, Monel, or stainless steel. Tanks of such materials, for any normal vessel use, are the most economical.

Faulty steering gear is an expensive item as well as a nuisance. The cost of good equipment in this line is money well spent. As a rule, the big draggers are well fitted out in this respect, but a lot can be said for the steering equipment of some of the smaller boats.

I like the rig employed in some of the boats, particularly in the neighborhood of New Bedford, where the wheel is located well forward. Instead of running steering chains or wire rope all of the way aft from the wheel, they fit a long shaft under the deck or cockpit floor with a drum on each end. The drum on the forward end is rigged directly to the drum on the steering wheel shaft, and the drum on the after end of the long shaft is rigged to tiller or quadrant through sheaves. This rig is far less apt to suffer from a sudden break and little chain or wire rope is left to repair in case of a break, and this is much more accessible.

A little heavier investment on properly designed and constructed wheelhouse and deckhouse windows will eliminate the nuisance of water beating into the house. Such leaks are more than a nuisance, they are a menace to the surrounding wood for eventually it will rot and have to be replaced.

### Fastenings and Fittings

The matter of fastenings is a vital one not in hull plank fastenings alone, for there are many others that require a long-life material. Such fittings as stuffing boxes and stern bearings, major deck hardware and all that sort of thing require good fastening such as Everdur bronze, Monel metal or other metal that will not eat away and fail when most needed. The replacement cost of poor fastenings more than offsets the cost of first quality fastenings when originally used. In every instance, the cost of high quality, long lasting metal pays big dividends.

Occasionally one will see the use of metal floors. When of iron or steel in a wooden vessel, these floors will deteriorate far more rapidly than will the adjacent wooden frames. However, the deteriorating floors will affect the frames. So when all is considered, it can be seen that the small extra cost of casting bronze floors would be a worthwhile expense.

Some time ago I mentioned the desirable features of bronze castings rather than oak top timbers for bulwarks. These castings can be bolted on deck and thereby eliminate the invitation to vessel decay which is always present with the use of oak top timbers. In the overall cost of the vessel, the cost of the cast bronze knees would be relatively small, yet consider the saving in decay prevention!

The slight additional cost of wood preservative in new construction or repair is well warranted. The preservative should be thoroughly used in all joints or wherever wood and wood come together. It is a mistake to believe that just slobbering on a bit of the preservative to the hull interior will do the trick.

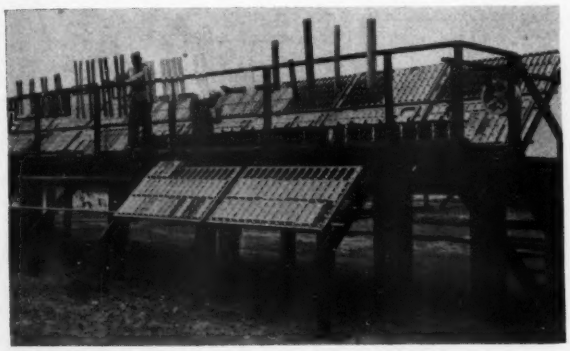
It pays to use the best of paint for this will effect a saving of many, many dollars over a long period of time—a saving in the preservation of wood and metal, in preparation for new coats of paint, and in the number of coats necessary in the life of the vessel.

# Progress of Sea-Water Corrosion Tests at Kure Beach, N. C.

FOURTEEN years ago, a corrosion testing project which promises better materials for marine industries was established on the North Carolina Coast at Kure Beach near Wilmington. While many features of great importance to industry are included in the Kure Beach project's vast testing facilities, the most significant feature is the manner in which producers of competitive products have united to fight a common enemy—corrosion. Data accumulated over the years are exchanged freely and available to all industry as well as to Government agencies.

Maintenance and development costs are shared by The International Nickel Co. and The Dow Chemical Co. Facilities of the site, including the basin and pump house, are provided by Dow, without whose enthusiastic cooperation the project would have been impossible.

The project was developed by F. L. LaQue, in charge of the Corrosion Engineering Section of The International Nickel Company's Development and Research Division, and its operation is under his direction.



**Platform and racks used for exposing specimens to sea-spray.**

The station at Kure Beach was established by The International Nickel Co. Inc. in 1935 for the immediate purpose of comparing the corrosion resistance of low alloy steels with carbon steel. Soon other materials were added to the program so that eventually comparative tests were being made on all kinds of ferrous and nonferrous metals and alloys.

The testing facilities since have been extended further to observe the behavior of several kinds of protective coatings—both metallic and organic, including antifouling formulations, the effects of marine growth on wood as well as on metals and even the results of exposure to sea-spray and sea-air upon rope.

In 1940, facilities for exposing specimens to atmospheric attack were added. In connection with the latter, Carnegie-Illinois Steel Corp., The Dow Chemical Co., Magnesium Div., and American Rolling Mills Co. joined Inco in setting up atmospheric test racks.

The atmospheric test lot is one acre in area and has room for 40 racks, each of which will support from 700 to 900 specimens. At the present time, the number of specimens exposed in the atmospheric tests is about 20,000. This is believed to be the largest number of specimens on test at a single station anywhere in the world. Many new materials developed in this country and abroad during the War are now included.

The number of specimens now exposed in sea-water is about 2,000 and, during the past 14 years, the number of specimens so tested has been over 10,000. All of this testing has been essentially a cooperative effort, involving The International Nickel Co. and producers and users of materials and coatings. Each year specimens are withdrawn from the water for examination.

**Marine testing basin at International Nickel Company's Kure Beach, N. C. station for corrosion studies. Inlet to the basin may be seen beyond the specimen racks.**

The sea-water tests originally were located in a channel through which sea-water was pumped from the ocean into the bromine plant of the Ethyl-Dow Chemical Co. The closing down of this plant four years ago made it possible to remove the structure to the basin formerly used as the intake for the pumps that supplied the water for the plant.

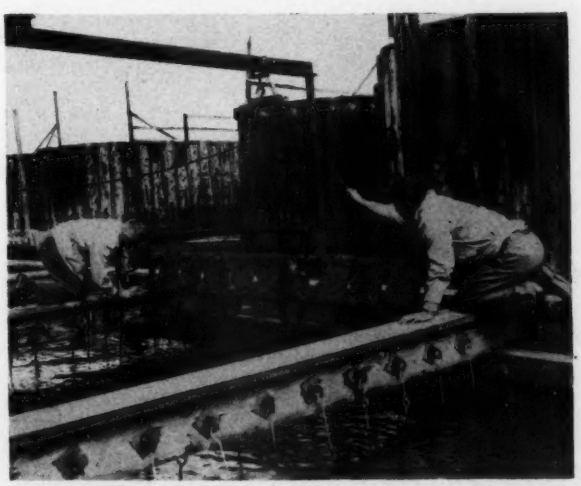
Here, the ocean is literally put in a test tube, with the effects of the tides and other factors being captured exactly as they exist along the shore line a few feet away, except that the bulkheads break the force of the surf.

Among the advantages provided at the test site are:

1. A continuous supply of full strength sea-water, uncontaminated by industrial wastes, oil films or other pollution that interfere with tests in harbors or near big cities.
2. A relatively wide range of sea-water temperature (45° to 85°F.)
3. A long season of growth of a large number of marine organisms (of particular value in studying antifouling alloys and coatings).
4. Protection against the physically destructive effects of storms and high waves.
5. A fluctuation in water level which permits observation of waterline and intermittent immersion effects when desired.

Sea-water is something more than a mixture of chemicals; it is a living thing and its corrosive reactions over an extended period can be studied properly only by the exposure of specimens to attack under natural conditions. Comparative tests at

*(Continued on page 39)*



**Site examination of specimens undergoing a corrosion test.**

# Oyster Spatfall Prediction in Holland

By Dr. P. Korringa*

THE oyster farmers all over the world are faced with the problem of deciding when to plant cultch so that it shall not be silted over or covered with organic growth before the oyster larvae are able to attach. This problem is of paramount importance in regions where the kind of cultch used is rather expensive, and where the preparation and the planting of cultch requires a good deal of manual labour. The higher the price of labour the greater the necessity to ensure a good spatfall on the cultch used. Therefore a reliable scientific system to predict the intensity of setting of oyster spat is of great importance in regions where manufactured collectors (e.g. tile collectors) are widely in use.

The events in the Dutch oyster center, the Oosterschelde, give a vivid illustration of the growing demand for adequate information on spatfall prospects. The old timers in the 19th century used to place a great many tile collectors but, even in seasons characterized by good setting, only a limited percentage of these tiles bore the maximum number of spat. Often up to 2/3 of the tiles were placed ashore in the Fall, as it was not considered worth while to attend any further to the mere sprinkling of spat they carried.

The oyster farmers tried to overcome this disadvantage by placing test-collectors. Small numbers of tiles were placed at intervals and as soon as these tiles were found to be covered with spat, the oyster farmers started to plant their entire supply of collectors. As the spat can only be seen with the naked eye about a week after attachment, it goes without saying that this method frequently led to disappointments, the best time for setting often being over when the cultch was planted. In later years the number of tile collectors in use in the Dutch oyster region greatly diminished and in their place shells were scattered over the beds, a cheaper kind of collector requiring little care.

A crisis in the Dutch oyster industry in the years following 1930, caused by an explosive propagation of the slipper limpet and a sudden aggravation of shell disease, compelled Dutch oyster farmers to abandon spat collecting with shells and to revert to tile collectors. In this difficult period the Dutch Government assisted the oyster farmers in various ways, one of which was the establishment of a service to predict the intensity and the time of setting, by which the chances to obtain a satisfactory setting greatly increased.

Dutch oyster farmers are, as a rule, very modern-minded people and they immediately seized this opportunity to acquire adequate information on spatfall prospects. The result has been that seldom, if ever, tiles are brought ashore because they show an insufficient number of spat.

Nowadays to collect a given number of spat, the oyster farmers need only about 1/3 of the number of tiles and 1/3 of the expenses for labour and transportation that they would have needed without spatfall prediction under the same natural conditions. This clearly demonstrates the economic importance of spatfall prediction in regions where tile collectors or other manufactured cultch are in use.

## Principles of System

First of all a thorough knowledge of hydrographic conditions of the region concerned is required. One should be familiar with local tidal movements such as the speed of water currents and the degree of water renewal during a tidal cycle. Further salinity conditions and water temperatures are very important factors in pelagic life and setting of the oyster.

Next one should be familiar with the behaviour of the oyster larvae during pelagic life. It is important to know whether or not the larvae remain uniformly distributed during any part of day and night, during any phase of the tidal cycle and under any kind of weather.

Further it is important to know how long the pelagic phase lasts at different temperatures and what percentage of the larvae may settle down under different conditions. The greater the knowledge acquired on quantitative relations between the number of young larvae encountered in the plankton, the number of mature larvae ensuing, and the following intensity of setting, the greater the accuracy of spatfall predictions.

In Holland quantitative plankton samples are procured twice a day in Summer by straining exactly 100 litres of water pumped at high and at low tide in a fixed station. All the oyster larvae present in these samples are counted and measured. The number of young larvae present in the samples is a reliable measure for the emission of larvae by the mother oysters on the beds.

The percentage of the larvae reaching the so-called "mature" phase, ready for fixation, greatly differs according to environmental conditions prevailing during pelagic life. In the Oosterschelde, water temperature proved to be the predominant factor in this. Fluctuations in the quantity of food are only of secondary importance here. I repeatedly observed that the number of naked nannoplanktic flagellates, the basic food for the oyster larvae, did not differ much in the course of the Summer season. This does not imply that food conditions cannot be the limiting factor in larval development in other centers.

With the temperature conditions largely the predominating factor in the Oosterschelde, spatfall prediction is not too difficult when the production of young larvae is regularly checked.

A far greater degree of accuracy in predicting is attained by following closely the development of the pelagic larvae, which is done by measuring all the larvae present in our samples. The number of grown-up and mature larvae present in the samples provides an excellent measure for the intensity of setting in the next few days.

Thus the number of young larvae recently produced served to predict the approximate setting about 10 days ahead. Data on the subsequent growth and development of these larvae are used to prepare predictions on shorter notice with a greater degree of precision. As a measure of control, spatfall is measured quantitatively throughout each Summer season. The data thus obtained are of great importance in consolidating the basis of our prediction system. The practical results obtained led the Dutch oyster farmers to attach great value to our predictions and none of them plants his cultch without consulting our bulletins.

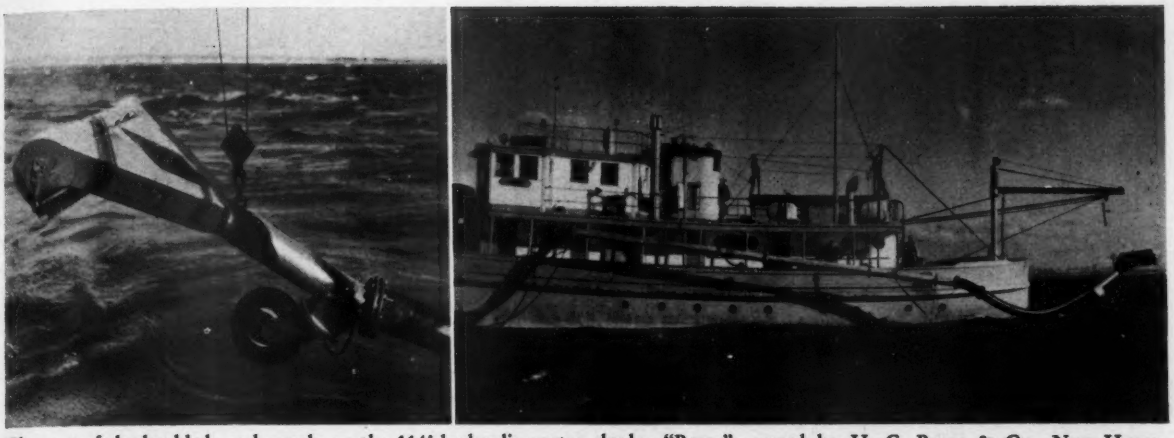
## Long Range Predictions

However important our predictions on short notice are, it would be a great help if we could predict ahead the amplitude and periodicity of larval production. Scrutiny of our quantitative data collected in several consecutive years, demonstrated that the establishment of such a long term prediction is not chimerical!

Fluctuations in the number of larvae produced from year to year proved to be closely correlated with the number of mother oysters present on the beds. When a year is characterized by a limited production of larvae, only a really warm Summer, resulting in a high percentage of the larvae reaching maturity, can lead to a profuse setting. If a year is characterized on the other hand by an ample production of larvae, the chances for a good setting are far greater, as even at moderate temperatures a fair number of mature larvae can be expected. Temperature conditions and food determine the percentage of larvae reaching the setting stage, but it is the initial number of young larvae which determines how many mature larvae will occur and with what spatfall prospects. Therefore, it is of paramount importance to prevent a serious reduction of the number of mother oysters in the spat production centers.

Still more interesting was our finding that a correlation exists between the ups and downs of larvae production in the course of each Summer and the moon's phases. Maxima in the production of larvae can be expected to occur about 10 days after new and full moon. Incubation requiring about eight days in *Ostrea edulis*, we can deduce that spawning apparently shows its maxima at both of the Spring tides. One of the maxima prevails largely and, curiously enough, could be located between June 26 and July 10 in every year under consideration (1935-1947). This led to the formula, valid for the Oosterschelde: "The big maximum in spawning is to be expected between June 26 and July 10, about 10 days after full or new moon".

* Biologist, State Institute for Fishery Research, Bergen op Zoom, Holland.
From a paper presented by the Doctor at the Annual Oyster Convention.



Close-up of dredge blade and nozzle on the 114′ hydraulic oyster dredge "Rowe", owned by H. C. Rowe & Co., New Haven, Conn., and the rubber and steel suction line, previous to being lowered into water by means of davits.

# Hydraulic Oyster Dredge "Rowe" Proves Value In Removing Drills

ONE of the pioneers in the development of hydraulic dredges for oyster farming is H. C. Rowe & Co., New Haven, Conn. who have been in the oyster business since 1868. This Company placed the *Rowe* in operation in October 1947, a few months before the *Quinnipiac*, owned by F. Mansfield & Sons Co., also of New Haven, went into service.

Both dredges are quite similar as far as hydraulic equipment is concerned, but differ in respect to the type of craft. The *Rowe* is a 114′ converted Army F. S. (freight supply) vessel, while the *Quinnipiac* is an ex-Navy YCK type lighter.

Gordon Sweet of the Rowe Company and J. Richards Nelson of the Mansfield Company developed their respective equipment concurrently, sharing their knowledge and pooling the results of their experience.

The *Rowe* is designed to harvest its load, store it in the hold, safe from freezing, and transport it considerable distances at a rapid rate of speed. At its destination, the vessel unloads automatically on its own conveyor system.

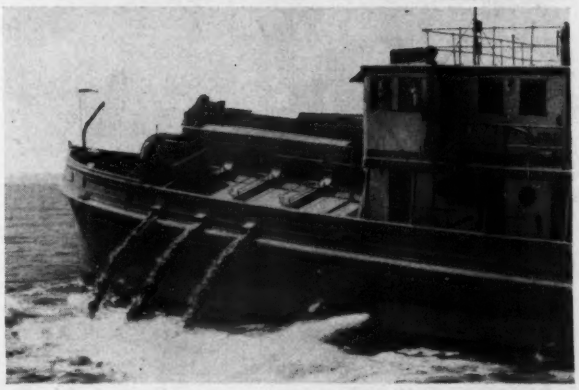
During a year and one half of operation the *Rowe* has proven the value of her modern equipment in performing cultivating and harvesting work with maximum efficiency.

One of the most important benefits derived from the use of hydraulic equipment is that it makes possible the collecting of oyster drills. Using the suction system in clearing a 40-acre bed being prepared to receive oyster seed, the vessel destroyed more than 500,000 of these pests. It is believed by the Rowe Company that the use of this equipment can virtually eliminate the boring snail from setting and growing beds, and thus double their yield of marketable oysters.

Other advantages are that the system is completely mechanical; once it starts operating, it runs practically by itself, and reduces to a minimum the manual effort needed to harvest oysters. As compared with the conventional dredging method, the new equipment can harvest the same amount of oysters with less than half the number of men, according to the Company.

The *Rowe* carries a crew of eight, including her Captain, Edward Granger, a mate, cook, 2 engineers, an oiler, deck engineer and deck hand.

The cargo space is in the hold and all oysters are carried below deck. Rate of catch is about 1000 bushels of oysters hourly, and the cargo capacity of the vessel 3000 bushels. Approximately 225,000 bushels have been harvested by the vessel since operation of the suction system started.



The "Rowe" underway and a forward deck view showing overflow water being discharged, and metal work that houses the conveyors and covers the cargo space.

The dredge blade and nozzle, somewhat similar to those of vacuum cleaners, with an opening approximately six feet wide and seven inches high travels along the ocean floor behind a dolly equipped with a rubber tire. As it is pulled along by the vessel it brings practically everything which comes within range of its suction from the sea bed including oysters, starfish, and particularly oyster drills, one of the greatest pests in oyster life.

Attached to the nozzle is a 20-foot length of 10″ suction hose, manufactured by the B. F. Goodrich Company, which gives greatest flexibility to the equipment both in use and when stored. It is coupled to a 40-foot length of 10″ steel pipe, and another length of suction hose which is attached to the vessel by a long radius steel elbow.

To create the suction needed, a Morris centrifugal pump de-

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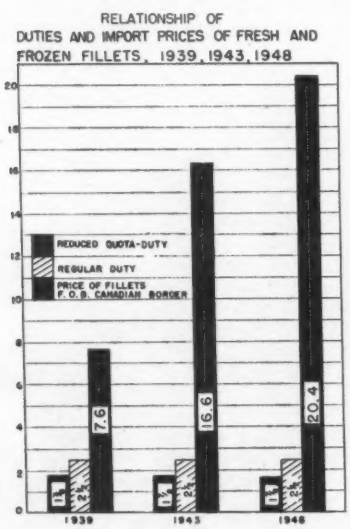
# Hearing on Fish Imports Held at Washington

AN industry-wide delegation from the fishing industry last month urged Congress to limit fish fillet imports by establishing a 43 million pound annual quota. Numerous briefs were filed at a hearing held before the House Merchant Marine and Fisheries Committee in Washington on February 15 and 16. Representatives of both management and labor presented evidence indicating the adverse effects which will be brought upon the domestic industry if foreign imports are not curbed.

Nearly 100 members of the Senate and House attended an industry-sponsored dinner at the Mayflower Hotel on the 15th. With Congressman S. O. Bland as toastmaster, several members of Congress discussed the import situation and received first-hand information through personal contacts with industry representatives. Those who spoke included Senators Brewster of Maine and Ellender of Louisiana, Congressmen Tollefson of Washington, Bates of Massachusetts, Kirwin of Ohio and King of California. Congressman Clark Thompson of Texas, chairman of the Fisheries Sub-committee, stated that his committee would consider giving any possible assistance to the industry and would sponsor needed legislation.




**The accompanying graph shows that while U. S. duties on imported fillets have remained constant from 1939 through 1948, the price of Canadian fillets has nearly tripled in value, thus causing the prevailing duties to be of minor significance in protecting the domestic industry.**

On February 23, five industry and labor witnesses appeared before the Senate Finance Committee and reiterated what had been told to the House Committee.

## Foreign Production Costs Lower

Among the witnesses at the House hearing was Thomas A. Fulham, president of Federated Fishing Boats of New England and New York. In discussing the steady advance in the volume of fillet imports he stated:

"The desire of foreign countries to obtain American dollars as a means of restoring trade balances is the major factor. Foreign commercial fishery potentials have been so stimulated by Governmental assistance in the form of bounties and subsidies that they can place their products upon the American market with a price advantage up to and including 5c per pound under our producing costs.

"Foreign competitors have low cost producing units enabling them to produce raw material at a very low base price. To be explicit, their boats cost less because of subsidies; it naturally follows that their raw material prices are far below ours.

"American fishing boat operation could be maintained provided its greatest cost, labor, which amounts to 65% of the total operating costs, could be reduced to the standard of fishermen in competing countries. We do not believe that lowering the wage standards of our workers and fishermen to the levels prevailing in foreign countries is the solution to our problem. Our comparative efficiencies indicate that this is the only door open to us unless our Government provides measures enabling us to compete on equal terms, as we need not apologize for our ability and technical skill in operating our industry.

"Furthermore, low cost manufacturing because of cheap labor factors far below our domestic minimum wage standards enables our competitors to sell manufactured goods such as fillets at prices below our production costs. The combination of low cost producing units, low based raw material costs and low manufacturing costs, all caused by foreign Government assistance to these factors, provide a barrier that American industry of itself cannot overcome unless adequate steps are taken by our Government."

In his brief, Charles E. Jackson, general manager of the National Fisheries Institute said: "All the world appears to be looking to the United States market for the export of its fishery products. Some nations pursue the policy of keeping at home for the use of their own people the less costly species, but exporting the more expensive products to the United States. In most cases the fishing industry of the United States is already producing these species, and often the United States is in fact the only market in the world for this particular class of products.

"The fresh and frozen groundfish fillet is a product originated by the United States fishing industry to promote its own industry. It is a product developed on our own initiative for our own markets. But other nations have adopted this product and are now attempting to flood our markets. Most nations are not capable of using frozen fish fillets for the reason they do not have adequate refrigeration facilities throughout their nations to permit the distribution of frozen products. Consequently the principal market for fish fillets is in the United States."

## Present Tariffs Inadequate

Discussing the inadequacy of present tariffs, O. R. Strackbein, executive secretary, America's Wage Earners' Protective Conference, declared: "The existing tariff rates of 1⅞c per pound and 2½c per pound on fresh or frozen filleted fish have not been sufficient to offset the foreign competitive advantage in selling in the American market.

"There is now a quota on imports of such fish which permits 15% of U. S. consumption to be imported at the lower of the two rates. This quota does not operate to limit the importation above that quantity. When the quota is exceeded on a quarterly basis additional imports are subject to the higher rate of duty of 2½c a pound.

"In 1947 the rate of 1⅞c per pound was equal to 10.8% ad valorem while the 2½c rate was equal to 13.7%. These are nar-

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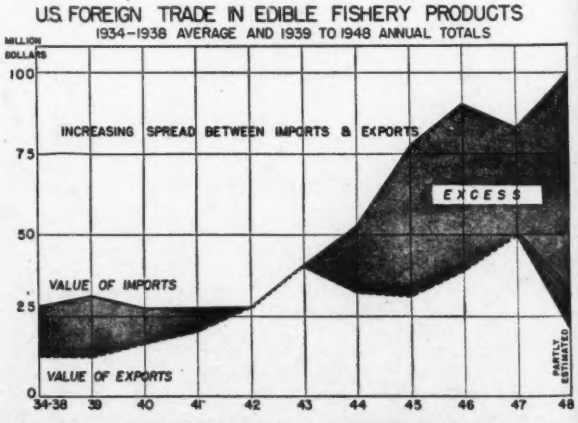
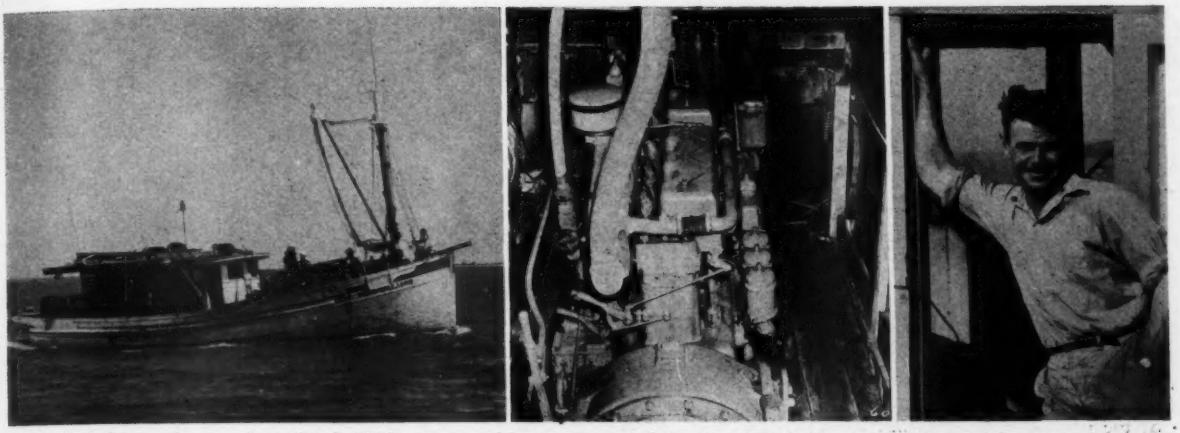



**The above graph shows how imports of fishery products that averaged $28,600,000 during 1934-1938 have increased to an estimated $100,000,000 in 1948. Exports which averaged $12,900,000 during 1934-1938 and increased to $50,000,000 in 1947 were down to $20,000,000 in 1948.**



The 56′ shrimp and oyster boat "Peck Williams" owned by De Jean Packing Co., Biloxi, Miss., and skippered by Capt. Joe Delahoussey, right. She takes an average haul of 22 tons and is powered by a 115 hp. Caterpillar D13000 Diesel, center, which turns a 42 x 32 propeller.

# Gulf States Pact Awaits Federal Approval

A Gulf Coast marine fisheries commission may soon be an actuality, as a bill authorizing the Gulf States compact has passed the U. S. Senate and House and returned to the Senate for action on a minor change. Congressional approval of state pacts is required by the constitution.

Prior to going before Congress the bill had the endorsement of both the Senate Commerce Committee and the House Merchant Marine and Fisheries Committee. Florida, Alabama and Louisiana have ratified the compact and Texas and Mississippi are expected to join.

## Morgan City Area Shrimp Catch Up

The Morgan City-Berwick-Patterson, La. area produced 36,821 bbls. of large shrimp during 1948, which was an increase of 5,295 bbls. over 1947. The entire State had landings of 101,396 bbls. of large shrimp during the year and 96,485 bbls. of shrimp for canning. The Morgan City-Berwick-Patterson area produced no canning shrimp during the year.

High boats at Morgan City for the second week in February were: *Ireland Queen*, Capt. Chris Dobard, 22½ bbls.; *40 Fathoms No. 6*, Capt. E. J. Bourg, 14 bbls.; *Billy Ann*, Capt. Dewey Delaune, 12 bbls.; and *40 Fathoms No. 8* and *No. 15*, 11 bbls. each, Capt. George Adkins and Capt. Lea Singleton, respectively.

The shrimping season for inside waters in Louisiana, Mississippi, Alabama and Georgia has been closed until April 15. Ninety-five percent of all canning shrimp comes from these waters.

## Closed Oyster Season

An order prohibiting the taking of oysters from natural reefs in the waters of Louisiana lying east of the Mississippi River from midnight May 15 through midnight August 15 was issued the middle of February by Commissioner Ernest S. Clements of the Wild Life and Fisheries Department. The Commissioner explained that his purpose in giving notice of the closed season early was to give oystermen ample opportunity for transplanting, culling and otherwise caring for cultivation of the privately operated beds before the order became effective.

## "Joe Freia" Launched

The 60′ x 18′ trawler *Joe Freia* was launched in February by Conrad Industries, Morgan City, La., for Luke Freia. She will be powered by a D13000 Caterpillar 115 hp. Diesel.

## Invents Oyster Harvester

Joseph Jurisich of New Orleans, La. has invented an oyster harvesting machine which he claims can do the work of 50 men with tongs. The device consists of an endless-chain type of conveyor mounted on the back of a barge, and there is a rake-like dredge that scratches up the oysters. On each side of the dredge's teeth are guards to prevent gouging of oyster beds. The oyster, loose shells and spat pass slowly along a conveyor belt in order that saleable oysters may be selected and the shells and spat returned to the beds.

## Avondale Building Three Tuna Clippers

Contracts have been received by Avondale Marine Ways, Inc., of New Orleans, for the construction of three tuna clippers for operation on the West coast. Each of the vessels, which embody the latest design, is to be 121′ long, have a beam of 28′ and a depth of 13′3″. The carrying capacity of each vessel is to be 220 tons of fish.

Propulsion power for these vessels is a Model 567, General Motors 900 hp., 12-cylinder Diesel, with 2½:1 Falk reduction gear and Air-Flex clutch. Auxiliaries are a pair of Superior 8-cylinder, 120 hp. Diesels, direct-connected to 75 kw. generators. Bait pumps are 10″ Fairbanks-Morse vertical type, driven by 20 hp. F-M motors.

## Reapprove Oystering in Biloxi Bay

The Harrison County Health Department, the State Seafood Commission and members of the oyster industry have obtained reapproval by the U. S. Public Health Service of oystering in an area of Biloxi Bay south of U. S. Highway 90 bridge, and out-of-State oyster shipments again are being allowed. On the basis of information supplied by the Mississippi Health Department at a meeting in Gulfport the USPHS decided to endorse a control program set up by the State health agency.

Effective February 21 oystermen were allowed to resume operations south of a line starting at the first pier southeast of the Ocean Springs small craft harbor and continuing southwest to Flashing Light No. 4, hence to Fixed Light No. 43, to fixed Light No. 36 and then directly south to Deer Island to a fixed marker to be established by the Mississippi Seafood Commission and the State Health Department.

The closure line also will restrict the area north of a line running along the front waters of the city of Biloxi from the USO building to the most easterly point of the Biloxi Peninsula at the Coast Guard base and lying between the main shore line and Deer Island, west of Fixed Light No. 36 and the line running due south to the marker on Deer Island.

Commercial use of shellfish in the areas north of the closure line will be prohibited by an order from the State Health Department. The Seafood Commission has accepted the responsibility of patrolling or removing of the oysters from the newly-closed area.

## Oyster Dredger Burns and Sinks

The oyster dredger boat *Sweetheart*, owned by Dorgan Packing Corp., Biloxi, Miss. caught fire and sank a quarter of a mile off Pass Christian February 11. Skipper Eddie Parker and a crew of four were rescued from the burning craft by the Mississippi Seafood Commission patrol boat.

# Virginia Oystermen Endorse Joint Potomac Control

At a meeting held February 28 at Colonial Beach, the Potomac River Oystermen's Association voted almost unanimously in favor of a bill which is to be introduced in the Maryland Legislature to provide joint Maryland-Virginia control of Potomac River oystering. Approximately 130 oystermen attended the session.

However, the Association plans to recommend that the proposed joint 3-man Potomac River Oyster Commission be given authority to license additional bona fide watermen within its own discretion, when such watermen do not come under the measure as now written. Under the proposed bill, the Commission could license only those watermen who were licensed for tonging in 1947, 1948, and 1949. The oystermen also asked that the provisions be broadened to allow licensing of persons working on boats licensed by others.

## Haul Seine Association Formed

The Virginia Haul Seine Fishermen's Association was organized at a meeting held at Saluda February 16, and attended by approximately 150 people. J. W. Ferguson acted as chairman of the gathering. The purpose of the Association is to aid in solving problems which confront the haul seine industry and to support legislation for its advancement.

## Tangier Oyster Dredging Extended

The Tangier oyster fleet, consisting of 30 boats and a crew of a hundred men, was idle for two weeks during February pending extension of the Tangier Sound dredging season to March 15. Henry Jander and ex-Mayor Ray Crockett of Tangier Island went to Richmond for the purpose of urging the Governor to intercede in the matter.

Some of the oystermen went clamming during their idle period, and did well. Warner Parks averaged 400 clams a day, which he sold to the home market for 2c apiece.

Crabs are crawling in the mud runs and schools of menhaden are present in Tangier Sound. Capt. Wess Crockett caught 400 menhaden in a gill net on White Wood Bar in the mouth of Cod Harbor recently, and his son, Ashly Crockett, took 30 jimmy crabs in pots set in the same area.

## Defer Action on Corotoman Seed Area

At an executive session held March 1 at Kilmarnock, the Virginia Commission of Fisheries decided to postpone indefinitely any action on the proposal to establish a seed area on the Island Bar and Black Stump Bar in the Corotoman River. A public hearing was held previous to the executive session, and among those who spoke in opposition to the matter was State Senator R. O. Norris Jr. He revealed that 95% of the people on the Corotoman River were against the proposal, as a number of tongers make a living on the bars in question. The Senator asserted that if the bars were planted to shells large numbers of tongers would migrate to the areas when they were opened and sweep them clean in a few days.

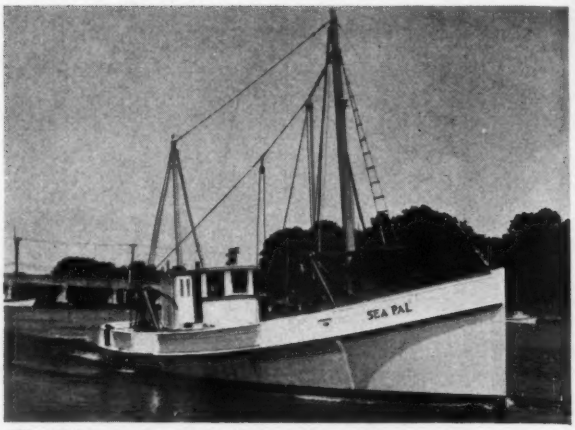
Dabney Overton, an attorney, presented a petition signed by 238 interested citizens protesting the use of the two bars as seed areas.

## Oyster Grounds Returned to Public

Judge J. Douglas Mitchell of the Mathews Circuit Court decided the latter part of February that 25 acres of oyster grounds in the "Hole-in-the-Wall," Milford Haven, assigned to Wilford E. Callis last year by the Commission of Fisheries, should be turned back as public bottoms. Citizens of Gwynn's Island and the Milford Haven area had protested the assignment on the basis that the area in question was public oyster bottom.

## Hampton Roads Area Production

Hampton roads area fish production of 2,333,000 lbs. in February showed a decline of 438,000 lbs. as compared to landings during the previous month and a drop of 1,009,000 lbs. from the February, 1948 catch. Scup landings, which were 770,000 lbs. and accounted for nearly one-third of the total yield, were heavier than the catch of any other species. In second place was sea bass, with 518,000 lbs.; followed by fluke, with 296,000 lbs. All of the fish was landed by draggers.




**The 78′ x 17′4″ x 8′6″ dragger "Sea Pal" owned by Capt. H. Milton Forrest of Messick, Va., and skippered by Capt. Henry Lawson of Jeffs, Va. She is equipped with a 230 hp. Wolverine Diesel, 32-volt Surrette batteries, Ritchie Compass, Shipmate range, 56 x 38 Hyde propeller, Linen Thread Gold Medal nets, and finished with Pettit paint.**

## Three Vessels Repowered

Two menhaden vessels owned by Reedville Oil & Guano Co., Reedville, Va. were repowered recently with Cooper-Bessemer Diesels. The 120.9′ x 18.6′ x 10′ *David K. Phillips*, built in 1877 at Damariscotta, Me., has a new GS8DRT turbo charged 10½ x 13½ model, rated 610 hp. at 450 rpm., turning a 64 x 40 Columbian 3-blade propeller. The 120.3′ x 22′ x 8.6′ *Alden S. Swan*, built in 1902 at Pocomoke City, Md., has a new JS6DR model, rated 515 hp. at 400 rpm.

The 94.3′ x 17.9′ x 8.3′ dragger *Ocean Wave*, owned by W. W. Mills of Seaford, Va., has been repowered with a Model ENB-8-MG Cooper-Bessemer Diesel, rated 310 hp. at 720 rpm. and fitted with 2:1 Snow-Nabstedt reverse and reduction gear and 54 x 42, 4-blade Columbian propeller, giving the vessel a speed of 12 knots running free.

## Miles to Have New Oyster Boat

J. H. Miles & Company, Norfolk, expects to place a new oyster dredge in service early this Summer. To be named the *Ocean View*, she will be 75′ long, and have a beam of 24′ and draft of 5′. Th vessel will be powered with a 6-cylinder, 8½ x 10½ Wolverine Diesel, rated 210 hp. at 620 rpm.

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# South Carolina Abolishes Charleston Shrimp Sanctuaries

The South Carolina House of Representatives, at the behest of the Charleston County delegation, agreed this month to abolish the shrimp sanctuaries off the coast of Charleston.

At the same time, the House voted to restrict trawling operations to waters at least one third mile offshore from Folly Beach, Isle of Palms, Sullivans Island, Edisto Beach, Edingsville Beach and other specified areas. The bill, as passed, relates only to Charleston County and lays down geographical definitions of the beach areas from which trawlers are excluded.

The House also has voted to give the State Board of Fisheries an additional armed boat to patrol coastal waters for illegal shrimping and fishing. It will cost $15,000. The Board got a new boat recently from the State Budget Commission.

## Blue Channel Packing Deviled Crab

A dinner-for-eight package, containing two 7½-oz. cans of vacuum-packed deviled crab and eight sanitary crab shells has been introduced by the Blue Channel Corp., Beaufort, S. C. The deviled crab can be quickly baked in the shells, sliced and fried in deep fat as crab cakes, or used as a salad or spread.

# Great Lakes Seek Federal Hatchery Program

Rep. Charles Potter of Michigan, member of the House Committee on Merchant Marine and Fisheries, has introduced a bill calling for establishment of Federal fish hatcheries at Munising, St. Ignace, Rogers City and Charlevoix, Mich. at a cost of $50,000 each. A second measure introduced by Rep. Potter would establish a long-range research program aimed at solving various problems of the fishing industry, including the sea lamprey menace, which has nearly eliminated lake trout in Lakes Huron and Michigan. Both bills have been referred to the Merchant Marine and Fisheries Committee.

Tom Brown, Whitefish, Mich. commercial fisherman, has pointed out that Denmark's rearing pond trout undersell Lake Superior trout on the New York market, despite ocean transportation, duty and tagging fees. This, in his and other Great Lakes commercial fishermen's opinions, is a logical argument for a hatchery rearing pond program by the Federal and State Governments.

Commercial fishermen, who are searching for means to maintain trout production in the face of increasing lamprey depredations, believe that hatcheries and rearing ponds would help them until an effective means of combating the lamprey is found. They believe that the Michigan Conservation Department could tackle the hatchery problem effectively if it had funds, backing and cooperation.

The Michigan Fish Producers Association has set a goal of $1,500 to finance its lamprey program for 1949. The funds will be donated by active and associate members of the organization.

## Open-Water Netting Almost Nil

By February 25 most of the fishing ports of Lake Superior were clogged with ice, and as a result open-water netting operations were practically nil. Ice fishing is underway in the Whitefish Bay region of Lake Superior, but no sizable catches had been reported as of the latter part of the month. At Brimley, Mich. commercial fishermen were taking some herring; however, in general, the commercial take of mixed lake fish was running from poor to fair in this area with few fishermen operating.

Many harbors on Lake Michigan also were jammed with ice, and fishing fleets were virtually idle. The Grand Haven, Mich. harbor was closed a large part of the month because the Coast Guard cutter Woodbine, in drydock at Manitowoc, Wis., was unable to begin ice-breaking operations until the 21st. At Muskegon, Mich., where the channel was reopened by the U. S. Coast Guard cutter *Sundew*, Vanderburg Brothers' fishing tug and other craft ventured out into the Lake to resume fishing operations.

The harbor at Waukegan, Ill. was open the latter part of February, and the fishing fleet there was active. However, catches were light.

The Coast Guard cutter *Sundew* freed the fishing tug *Cheerio* from slush ice on Lake Michigan early in February. The tug, which is owned and operated by Wallace Chambers of South Haven, Mich. became icebound while picking up nets.

**The 42′ tug "We-Will", owned and skippered by Capt. Earl B. Kaeding, Michigan City, Ind. She is equipped with Columbian rope and a Crossley net lifter.**

**The 35′6″ steel gill net tug "Connie J." owned by Charles and Harold Olsen of Escanaba, Mich. and skippered by the latter. Built by Kargard Boat and Engine Co., Marinette, Wisc., she is equipped with a 22 x 28 Michigan propeller, Willard batteries and Columbian rope.**

The major portion of the commercial fishermen in the Green Bay area have been conducting ice-fishing operations, and some sizable hauls of herring and smelt were made during February. However, whitefish takes have been only fair, while trout catches have been poor and perch hauls have been running from fair to good. Pike catches on Big Bay de Noc have been satisfactory.

The fishing fleets at Marinette, Wis. and Menominee, Mich. are tied up for the Winter, and most of the owners and crews are ice fishing.

In the Sturgeon Bay, Wis. area netting operations through the ice are going strong, with catches of mixed fish running from fair to good. Lake trout, however, are very scarce.

The fishing fleet at Manistique, Mich. is tied up for the Winter. Some ice fishing has been conducted at this port, and the fishermen have done fairly well. One commercial netter took 400 lbs. of whitefish in a single lift.

In the Saginaw Bay area of Lake Huron there are hundreds of commercial fishermen's shanties on the ice over a wide expanse of the Bay. Catches consist mostly of whitefish, perch, herring and smelt, with production running fair.

Just before the season closed, a number of commercial fishermen operating out of Port Clinton, Ohio made some heavy catches of unusually large whitefish in that area of Lake Erie.

The first tug of Lake Erie's Spring fishing fleet, the Barcelona Fish Company's *Roberta*, has arrived at Erie, Pa. in preparation for opening of the season. Whitefish, yellow pike and blue pike are the principal species taken by the Erie fleet.

## Tug "W. W. Hill" Changes Hands

Robert G. Shovich of Bayfield, Wis. has purchased the fishing tug *W. W. Hill* from Edward Tahaney of Benton Harbor, Mich.

## Protest Lake Huron Bombing Ranges

The proposal of the United States Air Force to establish two large bombing ranges in Lake Huron, one to be located in the southern part of the Lake a short distance offshore between Port Huron and Harbor Beach, Mich. and the other in the Tawas, Mich. region, has been protested by commercial fishermen, the Michigan Conservation Department, shipping companies and other interested groups. At present the sections are considered the best whitefish producing waters on the Great Lakes.

## First Truck Shipment from West Coast

For the first time in the history of the Chicago Wholesale Fish Market transportation of fishery products by motor truck from the Pacific Coast to Chicago was attempted. Early in February, the first truck shipment from Seattle, Wash., consisting of two trucks carrying 40,000 lbs. of frozen halibut and salmon, arrived.

The receiver reported that the shipment arrived in top condition and no re-icing was necessary en route. It was stated that greater loads than those handled on the experimental trip could be hauled, and that re-icing would not be necessary even during the Summer when temperatures are high. The receiver claimed that a small saving was realized in actual transportation costs and important saving was made in re-icing charges.

# New Bedford Catch Shows Substantial Gain

New Bedford landings for January totalled 3,849,737 lbs., which represented an increase of 600,000 lbs. over the catch in the same month of last year, and a gain of 513,000 lbs. as compared to January, 1947. Scallop production accounted for 622,217 lbs. of the total, and was 416,000 lbs. more than in the same period a year ago.

The value of the January, 1949 catch was $715,738, of which scallops accounted for $249,646, as compared to total value of $628,807 in 1948, with scallops bringing $144,682. The average price of fish this January, including scallops, was 18.59c a pound, which figure was ¾ of a cent less than in the same month of last year. However, scallops brought an average of only $3.60 this year, compared with $6.29 in January, 1948.

Fifty-four New Bedford vessels made 81 scalloping trips during February, landing 57,470 gallons, which was a drop of 12,740 gallons from January. High-liners were the *Jerry and Jimmy*, with 2,050 gallons; the *Elizabeth N.*, with 2,025 gallons; and the *Moonlight* and *Redstart*, with 2,000 gallons each.

On February 14, scallop prices fell to $3.14, lowest level since the Summer of 1945. Only five of 18 vessels which had catches sold to the market.

## "Julia K." and Crew Feared Lost

Feared lost at sea are the captain and four crewmen of the 50′ New Bedford dragger *Julia K.*, unreported since the middle of January. An extensive Coast Guard alert was broadcast February 21 up and down the Atlantic Coast for the skipper, John Johnsen of Brooklyn, and the vessel itself, which it was believed at that time might be in some Atlantic port.

Al Correia of New Bedford is a part owner of the vessel, which has been working out of New Bedford, New York and Cape May, and it is believed that all of the crewmen are from New York.

## "Louise's" Crew Denied Breakdown Pay

The Board of Conciliation and Arbitration of the State Department of Labor and Industries has handed down a decision which denies the right of the New Bedford dragger *Louise's* crew to compensation for loss of possible income through the breakdown of the vessel on a fishing trip. Attorney George P. Ponte, who appeared for Alfred G. Costa of Fairhaven, owner of the vessel, argued that payment of compensation for breakdowns would cripple operations and that the occurrence is one of the risks of the industry affecting both owners and fishermen.

## Overhauling and Refitting

The *Gladys and Mary*, owned by Capt. John G. Murley of Fairhaven and John MacDonald of Nantucket, has been at Casey Boatbuilding Co., Fairhaven, for installation of a new shaft. The craft had become disabled, and was towed to the yard by the dragger *Carl Henry*.

Peirce and Kilburn Corp., Fairhaven, planned to launch the 90′ dragger *Wamsutta* of New Bedford early in March, after completely overhauling and rebuilding her engine, rewiring her throughout, and repairing a large hole in her side. The vessel was involved in a New Bedford harbor collision during January with the dragger *Noreen*.

Dr. Stanley Mysliwy's fishing dragger *Mary D'Eon* has had a new steel rudder installed by Palmer Scott and Co., New Bedford.

## "Dorothy and Betty" Sinks

The New Bedford dragger *Dorothy and Betty*, owned by Victor Novo, sank off Martha's Vineyard early in March after she had sprung a leak in the vicinity of her engine room. Capt. A. F. Butler and a crew of two men were rescued by the dragger *Barracuda*, also of New Bedford.

## Hathaway Oil Representing Submarine Signal

The Submarine Signal Division of the Raytheon Manufacturing Company has appointed Hathaway Oil Company, Inc., 501 County Street, New Bedford, Massachusetts, as a sales and service dealer.

The Hathaway Oil Company, of which John S. Ashley is president and treasurer, have excellent dock facilities, with their own wharf adjacent to the City Pier in New Bedford. They will represent Submarine Signal over an area extending from the Rhode Island line up to Duxbury, Mass. Allen Cooper is manager of the Marine Division and will be responsible for servicing all marine electronic equipment.

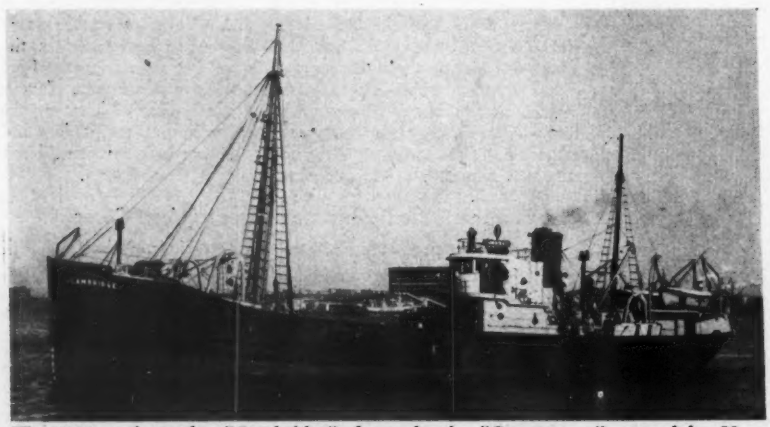
The firm will handle the Submarine Signal Fathometer Jr. echo depth sounder and Cape Cod Navigator direction finder, as well as a full line of marine radiotelephones now featured by the Submarine Signal Division.

# Mild Weather Boosts Boston Landings

February receipts at the South Boston Fish Pier totalled 14,173,400 lbs., and showed a gain of 1,063,153 lbs. over February, 1948 landings, which was attributed to mild weather. The total catch for the first two months of 1949 was four million lbs. more than for the corresponding period of last year.

Haddock landings for February of this year were 13% greater than during the same month of 1948, but the average price was only $8.75 per 100 lbs., against $12.13 last year. The amount of cod landed was slightly less than in February, 1948, with large cod bringing an average price of $7.48, compared to $10.61 a year ago. The market cod average was $7.04, against $11.29.

The trawler fleet made fair catches of redfish along with haddock and cod during February, and landings of the inshore fishing fleet were large. The *Red Jacket* landed a good trip on February 8, consisting of 147,000 lbs. of groundfish, on which she grossed approximately $14,000.



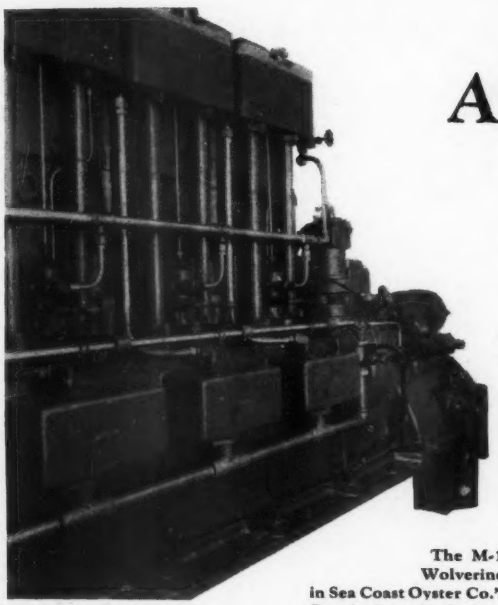
**The 128′ steel trawler "Cambridge", formerly the "Georgetown", owned by Usen Trawling Co. of Boston and skippered by Capt. Chris Christianson. She is equipped with a Model 37D14 Fairbanks-Morse Diesel, rated 550 hp. at 260 rpm., and 114 volt, 240 ampere hour, G-T-S-15 Surrette batteries.**

## "Charles M. Fauci, Jr." Sold to Usen

The 89′ dragger *Charles M. Fauci, Jr.* has been sold to Irving Usen of O'Donnell-Usen Fisheries Corp., Boston. The craft formerly was owned by Frances C. Denehy of Boston.

## Ask Restoration of Enforcement Fund

More than 100 Massachusetts lobstermen operating from Newburyport to Cape Cod Canal attended a House Ways and Means Committee hearing early in February to recommend restoration in the budget of the full $150,000 sought by the Division of Marine Fisheries for law enforcement. The requested appropriation, which was slashed to $80,000 by the Governor in his budget recommendation, includes funds for the purchase of two speed boats and for the employment of six additional coastal wardens.



The M-1 Wolverine in Sea Coast Oyster Co.'s *Peconic*, Captain Granger

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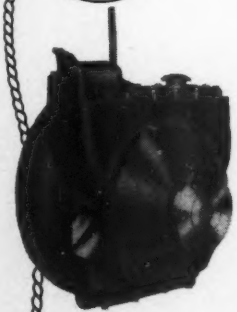

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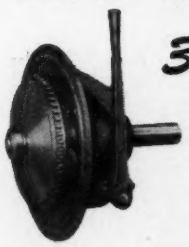
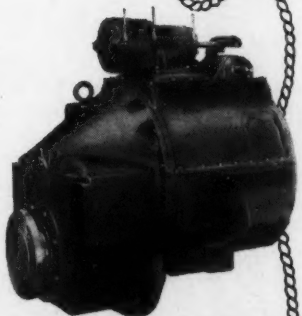
**2.** Use a #3700 Series cone clutch and herringbone reduction gear for smooth operation, rugged duty, 100% power transmission, and minimum service.



**3.** Use a #1041 Power Take-off Clutch to save manpower, more fully use horsepower (65 to 80 h.p. capacity). Swing cover permits easy greasing, keeps bearings clean. Tailor-made adapter, shaft length, diameter and keyway.

**4.** Use a #3715 cone and disc reverse gear. Compact, rugged. For Jeep, Ford 4 and IXB Hercules engines, 40 to 60 h.p. capacity.



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# Florida Conservation Based On Research Discussed

The Florida Wildlife Federation is in favor of a salt-water commission and will urge the legislature this Spring to authorize a constitutional amendment creating one. Many leading sports and commercial fishermen, at a meeting in Sanford, Fla., the last of February said that there has been a complete breakdown in salt-water fish conservation under the present system of control by a conservation board, composed of Cabinet members, and a supervisor.

L. C. Yeomans of Crystal River, a member of the Legislature and president of the Florida Commercial Fisheries Association, said he believed the conservation department still should be administered by the Cabinet.

Dr. F. G. Walton Smith, director of the marine laboratory of the University of Miami held that the shortage of Florida's seafood and salt-water fish is due largely to a lack of scientific management of the fishing industries. Dr. Smith declared, "What we need is a strong, well-organized and particularly well-financed board of conservation with power to enact regulations on a basis of scientifically-determined facts and without being under any politically-biased control of either sportsmen or commercial fishermen."

Members of the Florida Commercial Fisheries Association who met at Punta Gorda earlier in the month endorsed the scientific fisheries research being undertaken by the State Board of Conservation as the only proper basis for conservation legislation. The group also advocated scientific research in the fields of marketing and distribution of fisheries products in order that the best interests of the industry may be served in this field. L. C. Yeomans of Crystal River, president of the Association, presided at the session during which many other phases of the State's seafood industry were discussed.

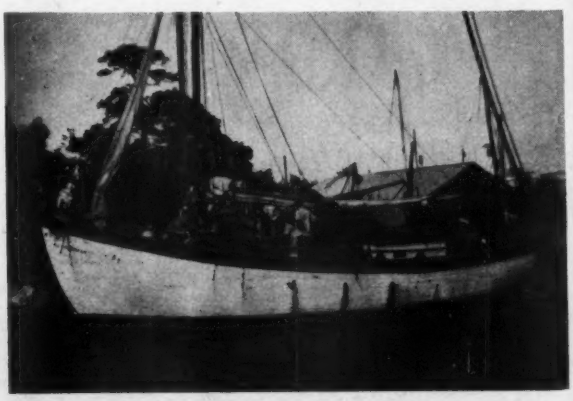
The Association condemned legislation applying to specific counties because of its tendency to confuse the general public and because it renders law enforcement almost impossible.

The group is attempting to prepare conservation legislation based on scientific research for presentation to the 1949 session of the State Legislature. All phases of the industry will be represented in this legislation, including the interests of the men who actually do the fishing.

## Law Against Stop-Netting Proposed

A law against stop-net fishing in Manatee County's inland waters was urged March 1 in a resolution adopted by the Palmetto City Council. Mayor Warren Tresca said both commercial and sport fishermen needed protection from the alleged depredations of stop-netting.

The proposal also was urged by Noah Thompson, of Palmetto, district conservation officer. Thompson said stop-nets two and three miles long were destroying small fish en masse and threatening commercial fishing. The proposed measure



**The 42′ sponge boat "Athanason" one of four recently acquired by the Pinellas Seafoods Co., St. Petersburg, Fla. from Tarpon Springs interests. A 150 hp. Buda Diesel has been installed and she now is fishing grouper and red snapper.**

drew tentative approval from State Reps. J. Ben Fuqua and Joe Bill Rood and State Sen. William J. Ray, who attended the meeting.

## Oyster Conservation District

Florida's first oyster conservation district was established February 12 by Gov. Fuller Warren, and is composed of Franklin, Wakulla and Gulf Counties along the Apalachicola Bay, where 85% of the State's oyster supply is produced. Under authority of a 1947 oyster culture law, replanting and rehabilitation of oyster beds in the area will be supervised by seven district commissioners who have been appointed by the Governor.

They include Henry Hayes of Apalachicola and Arthur Tucker, Jr. of East Point, oystermen; J. O. Anderson and A. N. Fortunas of Apalachicola, dealers; I. G. W. Melvin, district conservation agent; and L. G. Buck and T. E. Austin of Apalachicola, businessmen.

## Stored Sponges Sold

Practically all of the sponges which have been in storage at the Tarpon Springs Sponge Exchange during the past year were sold during January and February, and it now remains for the hauls of boats returning from the Gulf to maintain a steady market. The sponges were brought from the cells as the result of a price increase of between 15 and 20%.

Sales in January amounted to $183,253.75 and February auctions brought $80,198.04 to make a two-months total of $263,451.79 as compared to $465,938.02 for the whole year of 1948.

## Apalachicola Development Plan Proposed

Recognizing the necessity to increase production and abolish excessive expenses incurred by inefficient operative practices, the Seafood Committee of the Apalachicola Chamber of Commerce has recommended a long-range program looking toward the complete rehabilitation of the seafood industry. The Committee's plan is not intended to conflict with the activities of the State Department of Conservation, but rather is designed to supplement its work.

The program includes the following: creation of a Franklin County Seafood Conservation Authority, to be selected by and from experienced men in the seafood industry, and the duty of which would be to carry out the conservation program with the application of sound business principles; the dissemination of complete information to both watermen and the public; the extension and development of seed production and shell planting, with the guidance of watermen and industry members and under the direction and assistance of aquatic biologists; the appointment and utilization of a watermen's advisory committee; strict enforcement of present laws and revision of overlapping laws; a small increase in license fees for seafood houses, and a fee of $5 for each commercial fisherman who sells his catch, which would apply to those engaged in any type of saltwater fishing, with this item recommended only if, upon submission to the properly constituted legal authorities, it is found to be feasible and enforceable; earmarking of the resulting funds for Franklin County purposes in carrying out the program; and formation of the Franklin County Seafood Dealers Organization, a non-profit corporation which would include in its membership all dealers in Franklin County from the Ocklochnee to Bragdon's and would have as its purpose serving as a trade organization for the advancement of the seafood industry within the County.

The dealers organization would sponsor advantageous legislation and oppose that which was detrimental in order that a definite spokesman for the industry might be authorized and recognized; and would serve in an advisory capacity to the Franklin County Seafood Authority and appoint the membership thereof by geographic districts covering each concentrated seafood area.

## Largest Mullet, Kingfish Runs

The largest mullet and kingfish runs in the recent history of southwest Florida have poured an estimated $175,000 into the pockets of Collier County fishermen since the closed season, a quick survey established.

Fish dealers estimated that about a million pounds of mullet alone have been produced in the County since the season opened. In addition, a freak kingfish run resulted in the production of kingfish and mackerel totalling about 278,000 lbs.

*Captain Hauser calls the*

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*his seeing-eye dog*

"I am one of the first Captains on the Atlantic Coast to have a Bendix Depth Recorder installed on my boat," writes Capt. John Hauser of the "Maria Julia" out of Stonnington, Connecticut.

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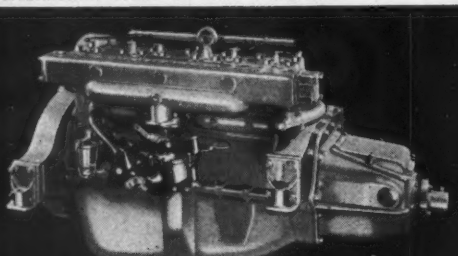

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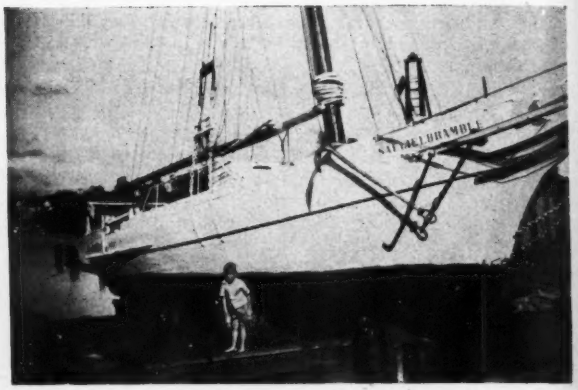


**The 50.8′ oyster dredge "Sallie L. Bramble" owned and skippered by Capt. Wilson Todd of Cambridge, Md. She has a capacity of 21 tons and is equipped with Willard batteries, a 16 x 12 Columbian propeller and uses Gulf lubricating oil.**

# Maryland Group Seeks Permit To Handscrape Oysters

Fifty watermen from Smiths Island and other sections of Somerset County appeared before the Senate and House Committees on Chesapeake Bay and Tributaries February 16, and asked that the Department of Tidewater Fisheries be empowered to permit handscraping for oysters in the Chesapeake Bay. Capt. Shafer Corbin, one of the spokesmen for the group, set forth the fact that many watermen have boats with small power which could be used for handscraping but not for dredging. He pointed out that they could make a living for the next two months by handscraping, if this were permitted.

Glenwood Evans of Crisfield, who also addressed the Committee on behalf of the watermen, suggested that a portion of the lower Bay be set aside for experimental handscraping.

The Committee on Chesapeake Bay and Tributaries held a hearing on the Bowman Commission's oyster bill March 1, and much opposition was expressed regarding the leasing provisions of the measure. Under the bill, the Department of Tidewater Fisheries would be authorized to define and lease "barren bottom" to any duly licensed commercial fisherman, oysterman, or crabber, and further, to lease to cooperatives, that is, a group of fishermen, oystermen, or crabbers, up to 2,000 acres of ground in the Chesapeake Bay and up to 300 acres in tributary waters, for a period of 20 years.

The bill also provides for setting up a new 5-man Department of Tidewater Fisheries, to be composed of citizens and residents of the tidewater counties of the State. The members would elect their own chairman, and would employ a competent director as administrative head.

The commission would have the power to increase oyster production by planting shells or other cultch and by growing seed oysters, and a group of five licensed oystermen would be formed in each tidewater county to act as an advisory committee on the matter.

The measure calls for culling oysters on the rocks where they are taken, and provides that oyster boats, buy boats, freight boats, and other craft transporting oysters shall assemble for inspection at points to be designated by the commission.

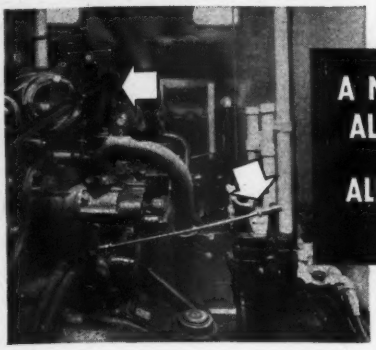
License fees are increased under the bill, with every member of a dredging crew required to pay a $10.00 fee. Oyster packers would have to pay a $50.00 minimum license fee, buyers and buy boats a $25.00 license fee, and there would be a heavier inspection tax.

## Shad and Herring Season Begins

The shad and herring season opened in the Maryland waters of the Chesapeake Bay on March 1, and the fishermen expect good catches as the weather has been warm. There was a scarcity of shad and herring the last three years because of cold weather.

Capts. Major and George Todd of Crisfield are engaged in

THE SPERRY HYDRAULIC REMOTE CONTROL SYSTEM




Actuating units as installed on GM diesel engines.

Here is a smooth- and positive-acting hydraulic system for the remote control of throttles, hydraulically actuated reverse gears, and other equipment.

- **Easy to Install**—the *single* copper tube can be bent over or around obstacles.
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SPERRY PRODUCTS, INC.
Danbury, Conn.
SP-122

pound fishing on a large scale near Solomons Island, and they have been very successful.

A few fishermen began drift net operations in February, and caught white perch, black perch and rock. One boat took 300 boxes in a single day, an exceptionally large catch for this season of the year. Rock brought 35c per pound in the Crisfield wholesale market during February. Three of the leading drift net fishermen are Capts. Gus Forbush, Coulbourn Bradshaw and Leon Evans of Crisfield.

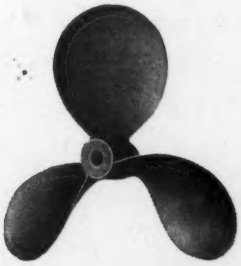
## Oyster Research, Advertising Urged

Contained in the report of the Coulbourn Committee on means of rehabilitating the State's oyster industry is a recommendation that a five-year program be initiated by the Solomons laboratory and by the University of Maryland for the purpose of obtaining year round data on oyster spawning seasons and areas, types of bottom, salinity, presence of marine food essential to growth, and on pollution and presence of disease and parasites. All areas of the Bay would be covered, and the data obtained would be furnished to the conservation authority. It also was suggested that the artificial rearing of spat, which has been somewhat successful in several countries, be explored.

To keep pace with any substantial increase in production, the report urged that technological investigations be made to establish new methods of marketing and packaging, and to create an increased demand for oysters. This would include the development of more efficient methods of producing, as well as new and improved methods of freezing, packaging and transporting fresh, precooked and fully cooked oysters and oyster products. It was recommended that the technological laboratory which is to be built at Crisfield be completed as early as possible in order to develop this phase of the business.

To further assist in creating an increased demand for Maryland oysters, it was proposed that there be some overall plan of general advertising by the State. Much advertising already is being done by the packers and shippers'; however, it is believed that greater results would be obtained by a National program, even though limited in scope, which could be financed by some method of direct taxation of the industry together with a subsidy from the State.

*The "High Liners" must have efficient, dependable equipment*



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Every Day—Mon. through Sat.

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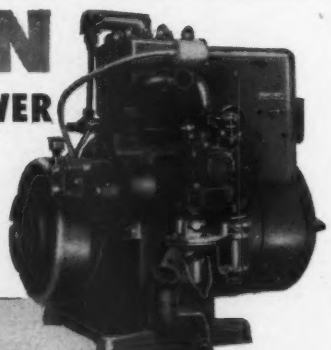
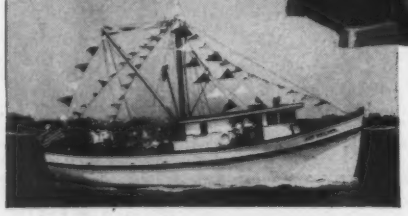
*For*
**WORK BOATS**





ONAN MODEL 10SMUK-232R

*The "Jim Melton" (left) is one of many work boats equipped with an Onan Electric Plant.*

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# North Carolina Legislation Would Tax Shrimpers

A bill introduced February 17 in the North Carolina Legislature by Rep. Odell Williamson of Brunswick would impose a $5 State license fee on each boat, trawler or net used to take shrimp when the shellfish are landed and shipped from a point in North Carolina.

Another measure introduced by Rep. Williamson earlier in the month and referred to the Commercial Fisheries and Oyster Industries Committee, of which Rep. LeRoy Scott of Beaufort is chairman, would exempt Brunswick County from a State-wide law which provides for the leasing of oyster beds by the State to individuals. All leases granted by the State in Brunswick County previous to passage of the bill would be cancelled.

A number of Brunswick County citizens who have leased oyster beds under the State-wide regulation have requested a hearing. It has been pointed out that passage of the legislation would result in depriving County citizens of leased oyster beds on which they have spent considerable time and money.

Oystermen from coastal counties who attended a hearing held in Raleigh the middle of February by the House Committee on Commercial Fisheries and Oyster Industries supported legislation to abolish the 50c per bushel State tax on oysters in the shell shipped out of the State.

The oystermen said that the tax law, which was passed by the 1947 General Assembly, has resulted in ruining out-of-State oyster shipments. The law was enacted in the hope that oyster shells would remain in North Carolina because, under present law, oystermen are required to return to the State one-half of the shells from oysters they take and sell. These shells then are planted by the State to rehabilitate oyster beds.

Rep. Tom Cooper of New Hanover has introduced a resolution which would memorialize Congress to appropriate funds for constructing an inlet leading from the Atlantic Ocean to the inland waterway and Myrtle Grove Sound, north of Carolina Beach. Cooper claims that such an inlet would permit sea-water to run into the Sound and revitalize the seafood industry there.

## Making Good Catches Off Cape Hatteras

Good catches of trout, croaker, flounder, and sea mullet have been brought into Morehead City, Beaufort, and Atlantic by trawlers operating in the ocean off Cape Hatteras. Fishing operations in this area have been accelerated by unusually temperate weather.

## Menhaden Boats Tied Up for Repairs

A few vessels from the record-size 1948 menhaden fleet are still in Eastern North Carolina, being renovated and repaired in preparation for the trip to other fishing grounds. The smaller menhaden boats will remain tied up until mid-April. Only Beaufort Fisheries and R. W. Taylor and Co., Morehead City, plan Summer fishing.

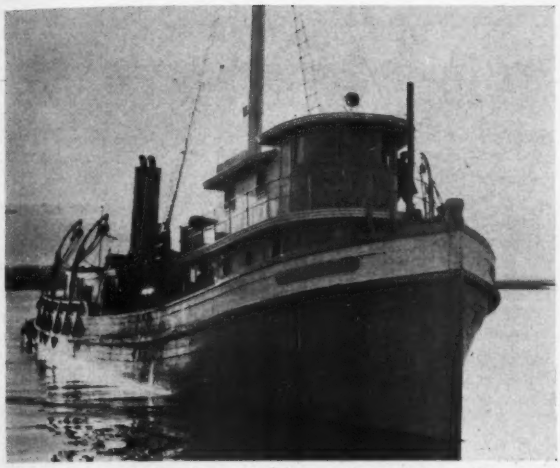
Among the boats being readied for departure are the *Sea King*, whose skipper is Capt. Fred Fulcher, and which will go to Delaware; and the *Kingfisher*, with Capt. Ashton Willis, scheduled to make the run to Florida in May. Four of Harvey Smith's boats remain at the West Beaufort plant, and the *Charlie Mason* has just left after extensive repairs.

The Morehead City Yacht Basin has 12 of the Wallace Fisheries boats on the ways, including the *C. P. Dey*, skippered by Capt. Gatha Willis, in which a 250 hp. Cummins Diesel is being installed. The *George R. Wallace*, captained by Charles Styron, is being repainted by the yard for her trip to Florida waters, while the *Charles Wallace* is having her bottom burned and scraped. Double-screw 165 hp. Gray Diesel engines will be installed in this craft by the Machine and Supply Co., Beaufort.

The *Dewey*, another Wallace craft, is in for general overhauling, and will have a new captain when she resumes fishing operations. Capt. Dewey Willis will be replaced by his brother Henry Willis of Cameron, and Capt. Dewey will take over one of John Santos' boats in South Carolina waters. The Wallace vessels all are being equipped with Hudson American radios.

## "Bernice Grey" Repowered

The 40' *Bernice Grey*, a Core Sound type trawler owned by Sterling Dixon of Stacy, has been equipped with a 3-cylinder



**The 130′ menhaden boat "Rockaway", owned by The Fish Meal Co., Beaufort, N. C., skippered by Capt. Wylie H. Lewis and powered by an Atlas 400 supercharged Diesel.**

General Motors engine and Michigan wheel by the Machine and Supply Co., Beaufort. The craft will resume operations in March.

### Two Menhaden Vessels Being Built

Two 135′ menhaden vessels are being built by The Fish Meal Co., in its yard at Beaufort, N. C. One of the new craft will be powered with a 515 hp., 400 rpm., JSDR6, 13 x 16 Cooper-Bessemer Diesel, while the other will have a 600 hp. Atlas Diesel.

## Hydraulic Oyster Dredge

*(Continued from page 21)*

livers 3600 gallons per minute with a total head of 180′. Operating at 1800 rpm. and requiring 185 hp. continuous load, the pump is driven through a Twin Disc hydraulic power take-off on an NHIS-600 Cummins supercharged Diesel. The engine is fitted with a flexible floating shaft coupling and Woodward hydraulic governor.

The stream from the pump is converted into a jet which passes into an eductor and creates a vacuum in the suction line sufficient to lift 2400 gallons of oysters and water a minute. The two streams merge in the throat of the eductor and discharge upward through a hood onto a moving wire screen conveyor belt.

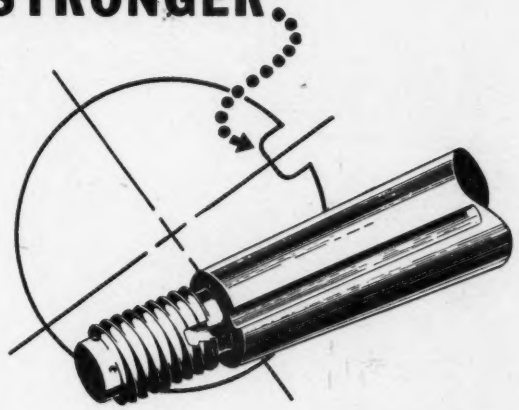
The wire belt conveys the solids forward in the ship, the water going through the belt and returning to the sea over stainless steel watersheds. The solids are discharged from this moving wire belt into an endless bucket conveyor which empties the oysters in the cargo space at any point desired. Metal work on the forward deck consists of the housing for the wire mesh belt and the structure to support it; also a hood, which houses the bucket conveyor where the conveyors turn, and a steel housing over the cargo space.

The same buckets that are used to load also are used to unload. There are steel gates in the bottom of the cargo space which, when opened, allow the oysters to drop into the buckets. The oysters then move forward and are elevated to a point where they are dumped on to a cross-ship conveyor which discharges them overboard.

The conversion work on the vessel, which has a beam of 27′ and draft of 11′, was done by Jakobson Shipyard, Inc., Oyster Bay, Long Island. Geo. P. Carver Engineering Co., Boston, engineered the cargo bin layout and loading and unloading conveyor systems from preliminary plans drawn up by Mr. Sweet.

The *Rowe* has a twin screw power installation comprising two 320 hp. Atlas Diesels, turning 66′ Columbian propellers and giving the vessel a speed of 11.9 knots. She has a special box kite rudder designed by Sparkman & Stevens, to give efficient steering with twin screws in operations which require almost continual turning. The rudder has two blades built into a single frame with the entire unit turning on one stock. As the rudder is turned the blades are brought sharply into the cut water of one propeller, thus providing quicker response than would be possible with a single blade rudder.


# FILLETED KEYWAYS MAKE TAIL SHAFTS STRONGER.



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# Gloucester Landings Up One-Third Over 1948

Gloucester's fresh fish production during January and February of this year amounted to 18,559,300 lbs. in 337 trips, which was 29% higher than for the opening two months of 1948. Redfish landings in the two months this year amounted to 15,896,000 lbs. in 133 trips, for a 33% gain over 1948, during which a new record was set for production of this species.

In January of this year, 8,239,600 lbs. of fish were landed in 135 trips, including 51 fares with 7,387,000 lbs. of redfish. February production totalled 10,0319,700 lbs. landed in 202 trips, and among these were 82 fares with 8,509,000 lbs. redfish.

Good catches landed at the port of Gloucester during February included the following: *Felicia,* 214,000 lbs.; *Curlew,* 180,000 lbs.; *Catherine Amirault,* 209,000 lbs.; *Mother Ann,* 213,000 lbs.; *Benjamin C.,* 220,000 lbs.; *Columbia,* 182,000 lbs.; *V-E Day,* 235,000 lbs.; *Kingfisher,* 229,000 lbs.; *Theresa M. Boudreau,* 215,000 lbs.; *St. Nicholas,* 190,500 lbs.; *Mary & Josephine,* 215,000 lbs.; *Killarney,* 196,000 lbs.; and *Pan Trades Andros,* 230,000 lbs.

The dragger *Sunlight,* Capt. Eugene Marino, landed a valuable trip on February 28, when she brought in 175,500 lbs. including 73,000 lbs. of haddock, and gross stocked in the vicinity of $9,000.

Some of the Gloucester draggers have been landing their trips at the Boston Fish Pier when they have groundfish aboard, and also take out their redfish at that port. Usually this practice does not begin until early March, the regular season for large landings of groundfish; but the Winter has been so mild that the draggers have caught quite a few groundfish already. The market for these fish has been good.

Small draggers have been active this Winter as a result of favorable weather, and some of them have averaged three trips per week.

## Mackerel Caught Off Eastern Point

The Gloucester dragger *America,* Capt. Sebastian Sero, struck mackerel off Eastern Point early in February, although these fish ordinarily do not appear in the area until early June. The craft brought up 14 large and 2 small mackerel while dragging for redfish and grey sole, 17 miles southeast by east of the Point.

Five thousand lbs. of large mackerel which were caught on Brown's Bank were included in a late-February trip of the Boston trawler *Crest,* Capt. Martin Peterson. Mackerel fishermen claim the fact that so many mackerel of large size were taken in a drag indicates that production should be good during the 1949 season.

## "Emily Brown" Doing Well in South

The dragger *Emily Brown,* Capt. Frank Brown, has landed a number of good fares in the South this Winter. Her best trip was a 98,700-lb. catch weighed out at Fulton Market, N. Y. on February 23. The craft landed another good fare at Fulton Market on the tenth, which consisted of 77,000 lbs. and included 41,800 lbs. of scup, 27,300 lbs. of sea bass, as well as small amounts of other species.

Six Gloucester draggers that have been operating in the South are now back in northern waters, but 20 other Gloucester craft were still fishing out of Hampton, Phoebus, Portsmouth and Norfolk, Va. as of the latter part of February. Fishing in the South has been generally unsuccessful this Winter due to mild weather which has caused the fish to scatter.

## "Avocet" Purchased by Frontiero

Joseph Frontiero, Inc. of Gloucester has bought the 61′ fishing vessel *Avocet,* formerly owned by Herbert and Leah Hayes of New Bedford. The vessel was sold at an auction held February 21 at Peirce and Kilburn Corp., Fairhaven.

## Joseph D. Lima

Joseph D. Lima, 50, who had fished out of Gloucester with the Portuguese fleet for 30 years, died February 22. Lima was a crew member aboard the dragger *V-E Day.*

# Long Island Fisherman's Assn. Re-elects Officers

The annual meeting of the Long Island Fisherman's Association was held at Eastport on February 12, and all of the 1948 officers were re-elected. They include the following: president, Rodman Pell, Greenport; vice-president, Joseph Tuttle, Eastport; secretary, Clarence Slager, West Sayville; and executive secretary-treasurer, Percy Hoek, West Sayville.

Directors elected were: William DeWall, East Hampton; Robert Doxsee, Point Lookout; Joseph McMillan, West Sayville; William Parsons, Montauk; Frank Collins, Sayville; Edwin Furman, Hampton Bays; Stanley Case, Cutchogue; Frank Eldridge, East Marion; Nicholas Schaper, Islip; John Lundstedt, Islip; Peter Van Vessem, West Sayville; Edward Winters, Westhampton Beach; Kenneth Bracket, Port Jefferson; James Zegel, Jr., Center Moriches; Richard Edwards, East Hampton.

A bill was brought up before the meeting for amending the conservation law to extend the present line which prohibits Connecticut draggers in Gardiners Bay, at least to a line running from the ruins off the north end of Gardiners Island to Shagawong buoy; and the Association voted to support it.

At the last meeting of the Association's Board of Directors, it was suggested that a committee be appointed to inquire into the possibility of setting up a code of requirements to better regulate the quality of seafood sold to the public. The Association adopted this suggestion, and a committee was named.

Since the Board had recommended that the minimum legal size limit of flounders offered for sale be increased to 8″, the Association went on record requesting that a bill be introduced to make this effective. The present size limit for flounders is 6″.

The Association voted to oppose several bills, including one which would prohibit the use of nets 1,000′ off the beach from Jones Inlet to Oak Beach; another which would prohibit netting for a distance of a half mile from the entrance to Moriches, Shinnecock and Mecox Inlets; one that would prohibit dragging a mile from the beach off the Rockaways; and the bill which would eliminate refund of the four-cent State tax on gasoline now paid by fishermen.

## Fulton Market Landings Show Gain

Fish and shellfish landings at Fulton Market, N. Y. for the first seven weeks of this year through February 18 totalled 3,013,400 lbs., and showed a gain of over one-half million lbs. as compared to production in the similar period of 1948. Fish catches accounted for 2,880,600 lbs. of the total, whereas the shellfish yield was only 132,800 lbs. The number of trips made this year was 109, against 66 last year.

The catch for the week ending February 18 totalled 413,500 lbs., landed in 18 trips, and included 387,000 lbs. of fish and 26,500 lbs. of shellfish.

As a result of mild weather, fish catches during February were more like those of Spring than of Winter, and even mackerel which usually disappears for the first three months of the year, was taken. Porgy ordinarily is one of the few fish in good supply during February, but this year many varieties were available.

## Cantalupo New Council Secretary

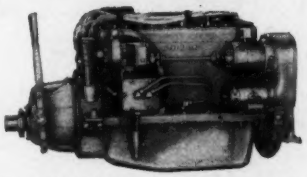
At the last meeting of the Fishery Council's Board of Directors, Joseph Cantalupo was unanimously elected secretary to fill the vacancy created by the retirement of John Matthews.

A check for $5,000 in appreciation of his many years' service was presented to Mr. Matthews by New York seafood dealers at a recent testimonial dinner.

## Henry Chesebro

Henry Chesebro, who had spent nearly 45 years in the wholesale fish business of New York and vicinity, most of it in Fulton Market, died at Roslyn the middle of February. Mr. Chesebro was connected with the firm of Chesebro, Robbins & Graham, Inc. until about a year ago, when poor health forced him to retire. He was one of the leaders in the industry, and was well known throughout the business in the United States, Canada and Alaska.

**To the NEW OWNERS of GRAY POWERED BOATS**



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Whether you bought one of the many stockboats using Graymarine Power or purchased your engine from a dealer, you'll find a Graymarine Distributor near you to look after your needs. You won't have to telephone to a manufacturer 1000 miles away.

And with your engine you will receive what we consider to be the finest Handbook for Owners that we have ever issued. Have fun. Enjoy the confidence of having provided the best marine engine for your family and your guests. It's backed by one of the strongest guarantees in the industry.

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**BRING MONEY TO YOUR BOAT**

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Pflueger's sharp pointed, hand-forged spring steel hooks have strength and toughness to hold fish until safely landed. Pflueger Sobey Hooks resist bending and save money in long service. Ask your supplier.

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AKRON 9, OHIO

**PFLUEGER**
(PRONOUNCED "FLEW-GER")
A GREAT NAME IN TACKLE

# KAAR ES-29

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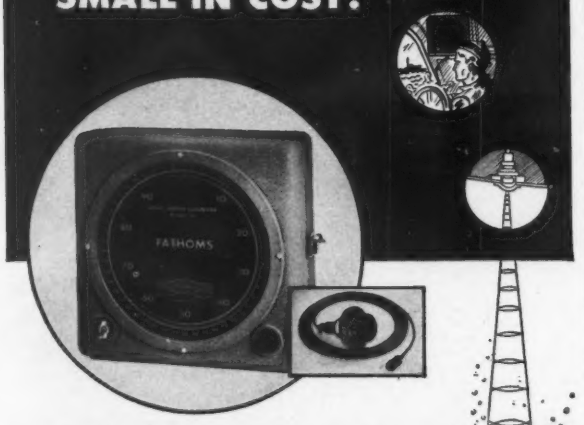


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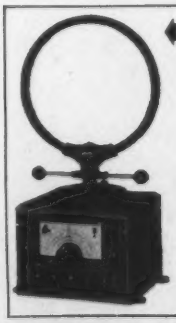
Here is a navigation instrument priced within the reach of every boat owner—yet engineered to allow ample reserve for positive function at 100 fathoms. Only the KAAR ES-29 gives you all these features:

- Long, easy-to-read scale (approximately 30")
- Scale calibrated to 100 fathoms, yet can show much greater depths
- Special electronic gate circuit to increase readability over entire usable range
- All parts are standard, obtainable anywhere
- Complete replacement kit costs but a few dollars
- Equipment is rugged, built to stand up under heaviest weather conditions
- Unit is simple to install, having only one transducer and single compact indicator unit with internal power supply



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**KAAR ENGINEERING CO.**

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# RHODE ISLAND

## Ask New Area for Quahoging

The quahog dredge boats *Margaret*, owned by Maurice F. Borden of Newport and operated by Burton Church of Portsmouth, and *Grey Hawk*, owned and operated by Jesse M. and George J. Ferreira of Portsmouth, were seized February 22 by State fish and game wardens and their operators were charged with dredging in a restricted area of the Sakonnet River.

The State Fish and Game Division has been criticized by Francis B. Manchester of Manchester Brothers, Tiverton, a firm which buys almost the entire catch of the quahog boats operating in the Sakonnet River, for alleged failure to provide a productive shellfishing area in the River. According to Manchester, vessels are now operating in the same section they have fished for the past 20 years or more, with the exception of one year. He pointed out that alternate areas should be opened on a rotation basis, and urged that the Division permit shellfishing in the northern reaches of the Sakonnet, where he claims there is a good supply.

## Dragger "Rose Marie" Burns

The 57′ Point Judith fishing dragger *Rose Marie*, owned by her skipper, Alfred Silva of Wakefield, was destroyed by a flash fire nine miles off Block Island February 7 at a loss of $30,000. A Coast Guard lifeboat from the Block Island station attempted to tow the charred hulk of the *Rose Marie* to port, but she sank after snapping the towline. The dragger's three-man crew escaped safely in a dory and rowed to Block Island.

## Block Island Fishing Ban Unchanged

Point Judith fishermen, who had viewed with some concern a fishing ban recently ordered in a large area of Block Island Sound on behalf of the Navy, have received assurance that it will affect them no more than a similar one which has been in effect under Coast Guard administration since May, 1943. This ban prohibited anchoring, loitering, maneuvering or fishing in any manner, but fishermen were not hampered by it as enforcement was lax. The Navy is investigating the need of retaining the Sound as a restricted area, and unless justification is found it will be eliminated.

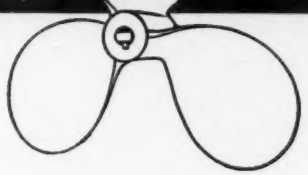
## Stonington Herring Landings Large

Approximately 2,119,000 lbs. of herring were landed at Stonington, Conn. during the 6-week period from January 10 through February 18. The price paid the fishermen ranged from 1½-2c per pound. Because of a lack of demand and a break in the price, some herring trips were dumped late in 1948 and early this year.

**The 61′ Stonington, Conn. dragger "Mildred & Myra" owned by Capt. John George. She is equipped with a 6-cylinder, 135 hp., 1200 rpm. Murphy Diesel with 3:1 Twin Disc reduction gear, 44 x 41 Columbian propeller, Hathaway winch, Shipmate range and Kelvin-White compass.**

## THERE'S MORE "TAKE-HOME" PAY with

**MICHIGAN MACHINED-PITCH PROPELLERS**



Less to deduct for fuel, less time lost in making port, less wear and tear from vibration . . . for, the perfect accuracy of Michigan's Machined-Pitch method of manufacture and their scientifically proven design make them fast, smooth as silk in operation . . . converting every bit of engine power into effective thrust. Next time you need a propeller try a Michigan. You'll be amazed at the finer performance you get and the added length of service afforded by its highly corrosion-resistant MICHALLOY Metal.

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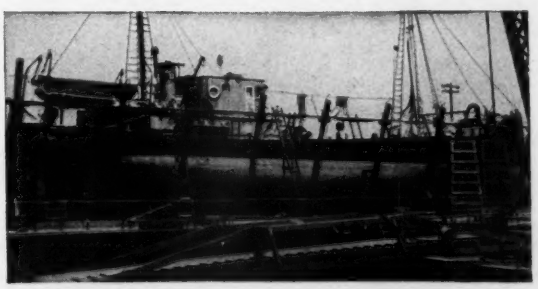
# *Trawler Repairs*
## in the Port of Boston



Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing, reconditioning and servicing trawlers efficiently and economically. The next time you need trawler repairs get in touch with Bethlehem.

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We have been wondering why more Kermath Diesel engines have been going into fishing vessels overseas than into American craft. Since 1934 Kermath has made marine Diesel engines from 200 to 27 horsepower, 6 to 2 cylinders.

Could it be that the extreme long life and maximum economy in first cost as well as operation, demanded by our export friends and met by our Diesel engines, are not required by our domestic fishermen?

If your operating conditions are causing the factors of low cost and long life to be increasingly important, Kermath has the solution within the above range.

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**A BETTER ANCHOR . . .**

The new Maxim lightweight C Q R non-fouling plow anchor sets faster and holds better in bottoms ranging from soft mud to hard packed sand, and *will not foul* on the anchor cable. Consistently reliable, the unique plow design has been widely used in British and American waters for years and thoroughly sea proven under toughest conditions, even in the '38 hurricane. For better description SEND FOR OUR NEW BULLETIN.

**. . . AND A BETTER STOVE**

If you're tired of replacing stoves, here's one that will stay with you. The Maxim Monel Stove, built to last a lifetime: wgt. 110 lbs.; length 21 in.; depth 15 in.; height 18½ in.; less space than many 2-burner alcohol or kerosene stoves; big oven; air-tight construction saves 50% fuel over average cast iron stove; thoroughly insulated; heats quickly; 6 to 8 hrs. on one filling of briquets. SEND FOR BULLETIN NOW.

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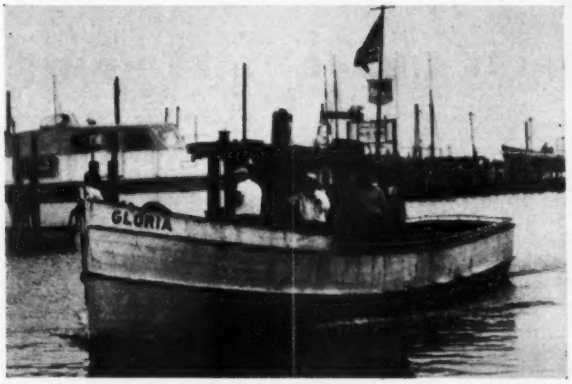


**The 50′ party boat "Gloria" owned by Capt. Pete Devaine of Cape May, N. J. Her seven-year-old HM-600 Cummins Diesel has been replaced by a Model NHM-602 Cummins which gives a top speed of 15 knots.**

# Delaware Bay Oyster Harvest Shows Little Fluctuation

A recent survey of New Jersey fisheries by the Fish & Wildlife Service has revealed that the oyster industry in the Delaware Bay shows signs of prosperity with little fluctuation in production. The crab catch for 1948 was good, following several years during which production was low due to severe Winters.

Cape May, Wildwood and Point Pleasant received the great bulk of the dragger catch; however, landings were light for many species, and no one variety showed a gain in quantity or importance. There were many additions to the fleet, with a resultant increase in fishing effort in the State's waters.

The pound-net fishery suffered from the effects of curtailed production and lower prices, with the southern coast netters feeling the decline most and northern ocean and bay pound nets doing generally better. It is expected that there will be fewer nets set out during 1949. However, pot fishermen had an excellent season in 1948, taking great quantities of sea bass and lobsters.

Large schools of mackerel provided good catches for the jig fishermen, but prices were a little below those for 1947. Production of cod with baited trawl lines was fairly good during the Winter season, although prices for this species also were somewhat lower than the previous year. New Jersey took a large share of the big shad run in the Hudson River and adjacent areas, but the menhaden catch was lower than in 1947.

## Urge Federal Seafood Marketing Board

A resolution urging Congress to create a Federal seafood marketing control board was adopted by the United Commercial Fishermen's Association of New Jersey at its second annual convention, held in Atlantic City February 19. Harold F. Turner of New York, chairman of the board of governors of the Eastern Fisheries Association, asserted the marketing board would serve a two-fold purpose by engineering distribution of seafood, especially in territories not now supplied with any large quantity, and by acting as a safeguard against profiteering after the product had passed beyond the fisherman's control.

## Hereford Inlet to Be Dredged

It was announced at a meeting of the Wildwood City Council on February 9 that the State Navigation Commission plans to dredge Hereford Inlet, with a survey of the area scheduled to be started soon.

## Pioneer Wildwood Fisherman Dies

August Isberg, pioneer commercial fisherman of Wildwood, died March 1 at the age of 76. At the time that Mr. Isberg began fishing at Wildwood there were no docks in the area, and he was compelled to pull his craft on the beach.

# Sea-Water Corrosion Tests

*(Continued from page 19)*

Kure Beach and in synthetic sea-water in the laboratory have shown definitely that the laboratory conditions are quite inadequate for measuring the behavior of metals and alloys in natural sea-water.

The study of the antifouling characteristics of metals, alloys, plastics, and protective coatings has been an important phase of research during the past few years. This phase of the investigation has been conducted with the active and invaluable cooperation of Professor William F. Clapp of the William F. Clapp Laboratories.

In the sea-water tests, most specimens are exposed on racks continuously immersed at a depth of from 3 to 4′. The racks themselves, with the exception of those furnished by individual cooperating companies, are made either of Monel or of an alloy which contains 70% copper and 30% nickel. Some of these racks have been in continuous use since 1935 and appear still to be as serviceable as ever.

Specimens are fastened to the racks by means of Monel machine screws. Galvanic effects are prevented by separating specimens, bolts and racks with bakelite insulating tubes and washers. The efficacy of this method has been demonstrated by the absence of galvanic effects on specimens of such materials as magnesium, aluminum and zinc-coated steel.

The period of exposure of a group of specimens may vary from six months (rarely less) to several years—the longest to date—14 years. The number of specimens exposed varies from about 1,000 to 2,000, depending on the nature of investigations in progress.

The need for more precise information on the ability of alloys to withstand the severe erosive effects associated with such uses as condenser tubes, pump impellers, propellers and underwater parts of fast-moving ships led to the construction of the erosion-testing apparatus, generally known as the "Whirligig." The essential parts of the device are a large Monel disc, a "K" Monel shaft to which it is fastened, and motor and gears to drive it.

Specimens may be fastened to this disc and whirled through the sea-water at velocities up to about 30′ per second, depending on the type of specimen and where it is placed relative to the center of the disc. All specimens are insulated from the disc and from each other.

Since corrosion by marine atmospheres is equal in importance to corrosion by salt-water, facilities have been provided for extensive atmospheric corrosion tests. At the atmospheric test lot, over 20,000 specimens are now exposed by Inco and cooperating companies. This lot is located about 250 yards from the ocean shore. The racks face south and the specimen frames are set on a slope of 30° from the horizontal.

Effects of atmospheric corrosion are measured by visual observation and by determinations of weight loss, changes in mechanical properties, or both.

New specimens of certain key materials are put on the racks each time a large group is removed or a new group is installed. These key specimens provide information on changes in the corrosivity of the atmosphere itself from year to year which assists in the interpretation of the results of tests made over different time periods.

Another important study combining sea-water spray as well as sea-air is being carried out on a site about 50′ from the shore, where a stand about 8′ high and roughly 100′ long by 15′ wide has been erected. This stand supports both Monel and wooden racks, some vertical and others at the same 30° angle used for the atmospheric tests. There are about 1,000 samples of materials under examination. The same conditions obtain here as in the atmospheric lots, except that the air frequently is laden with concentrated spray from the ocean, driven by winds of varying velocity against the specimens.

There are a variety of other types of equipment and apparatus installed at the Kure Beach project but one of the most important facilities is the laboratory located at the site. This provides equipment for such studies as measuring loss in weight of samples, microscopic examinations, and the like. This laboratory checks each specimen, keeps an accurate record of time exposure, location on racks, and carefully chronicles information on performance.


**Reliable power . . . for a few cents an hour!**

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**DIESELECTRIC PLANTS**

*7.5 KVA-AC. Direct connected Dieselectric Plant with Heat Exchanger Cooling System*

Witte Dieselectric Plants operate continuously at a fraction of the cost of gasoline driven units. They use the same cheap, safe fuel as the main propulsion engines. Witte Diesels start easily, require little attention; keep delivering auxiliary power year after year. The cooling system of the Witte Power Unit can be connected to the cooling system of the main engine to keep it warm while the vessel is at anchor. An alternate cooling system with heat exchanger and rubber impeller pumps permits operation even with river silt and mud.

There's a Witte Dieselectric Plant of ideal size for you from 3 to 10 KVA-AC: 2.5 to 8 KW-DC.

Witte Diesel Power Units for driving auxiliaries or for propulsion, come in sizes from 4 to 12 HP. Write for literature or see your Witte dealer.

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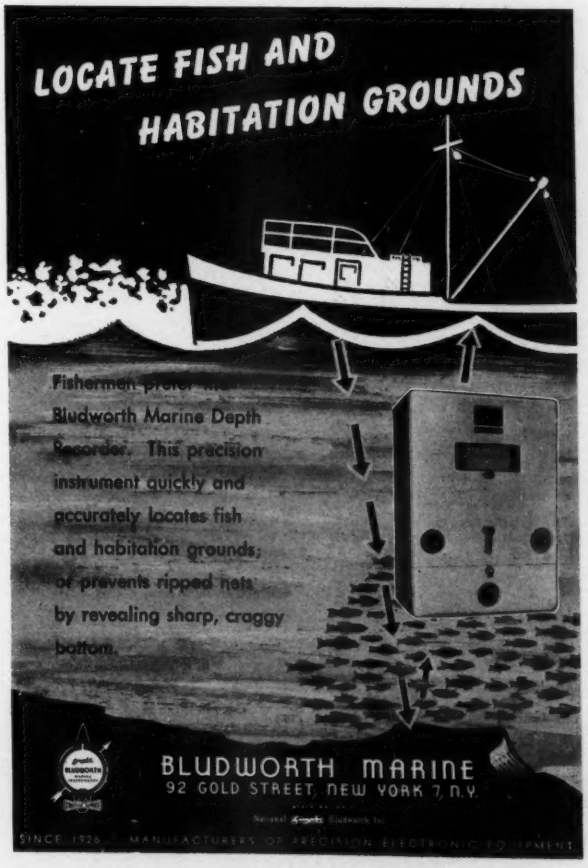
**UNITED STATES STEEL**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SINCE 1926 MANUFACTURERS OF PRECISION ELECTRONIC EQUIPMENT

# Fish Landings for Month of February

(Hailing fares. Figure after name indicates number of trips.)

## PORTLAND

| | | | |
|---|---|---|---|
| Alice M. Doughty (6) | 54,000 | Nautilus (6) | 64,000 |
| Andarte (2) | 22,000 | Vagabond (7) | 66,000 |
| Crescent (2) | 5,000 | Vandal (2) | 17,000 |
| Ethelina (4) | 33,000 | Willard Daggett (1) | 10,000 |
| Lawrence Scola (1) | 2,000 | | |

## GLOUCESTER

| | | | |
|---|---|---|---|
| Albatross (2) | 325,000 | Leretha (1) | 4,000 |
| America (5) | 45,000 | Lousam (2) | 1,500 |
| American Eagle (4) | 48,000 | Lucretia (3) | 4,500 |
| Annie (3) | 4,000 | Madame X (5) | 8,000 |
| Annie II (1) | 2,000 | Madonna (3) | 35,000 |
| Anthony & Josephine (9) | 17,000 | Margie & Roy (4) | 3,500 |
| Ariel (5) | 3,500 | Maria Immaculata (4) | 16,000 |
| Austin W. (1) | 90,000 | Marie & Winifred (2) | 97,000 |
| Barbara C. (3) | 5,500 | Mary (4) | 10,000 |
| Baby Rose (1) | 123,000 | Mary E. (2) | 3,000 |
| Beatrice & Rose (3) | 10,000 | Mary & Josephine (1) | 215,000 |
| Benjamin C. (2) | 420,000 | Mary W. (3) | 30,500 |
| Bernie & Bessie (3) | 7,500 | Mother Ann (2) | 413,000 |
| B. Estelle Burke (3) | 200,000 | Nancy F. (2) | 12,000 |
| Bethulia (5) | 35,500 | Natale III (4) | 45,500 |
| California (4) | 29,000 | No More (5) | 7,900 |
| Calista D. Morrill (4) | 6,000 | North Star (4) | 29,000 |
| Carlo & Vince (4) | 33,000 | Novelty (4) | 10,000 |
| Catherine Amirault (2) | 359,000 | Nyoda (1) | 2,000 |
| Columbia (1) | 182,000 | Pam Ann (2) | 297,000 |
| Conquest (2) | 292,000 | Pan Trades Andros (1) | 230,000 |
| Corinthian (2) | 280,000 | Philip & Grace (2) | 258,000 |
| Curlew (2) | 345,000 | Phyllis & Mary (2) | 4,200 |
| Dartmouth (2) | 176,000 | Pilgrim (2) | 343,000 |
| Dolphin (Glou.) (1) | 129,000 | Redskin (1) | 48,000 |
| Doris F. Amero (2) | 133,500 | R. Eugene Ashley (1) | 103,000 |
| Evelyn A. (1) | 1,000 | Rita B. (2) | 156,000 |
| Evelyn G. Sears (1) | 35,000 | Ronald & Mary Jane (1) | 121,000 |
| Falcon (4) | 17,500 | Rose & Lucy (4) | 34,000 |
| Felicia (2) | 414,000 | Rosemarie (3) | 25,000 |
| Florence & Lee (1) | 105,000 | Rosie & Gracie (2) | 25,000 |
| Flow (1) | 151,000 | St. Christopher (1) | 162,000 |
| Gaetano S. (1) | 92,000 | St. Nicholas (1) | 190,500 |
| Gertrude E. (4) | 4,500 | St. Peter (3) | 15,000 |
| G. N. Soffron (2) | 211,000 | St. Peter II (1) | 10,000 |
| Golden Eagle (1) | 144,000 | St. Victoria (2) | 215,500 |
| Gov. Al Smith (2) | 114,500 | Sacred Heart (7) | 13,000 |
| Hilda Garston (1) | 151,000 | Salvatore & Grace (2) | 30,000 |
| Ida & Joseph (2) | 13,500 | Santina D. (1) | 2,000 |
| Immaculate Conception (2) | 25,000 | Sebastiana C. (1) | 25,000 |
| Irma Virginia (4) | 10,000 | Serafina N. (3) | 26,000 |
| Jackie B. (6) | 42,000 | Serafina II (5) | 49,000 |
| J. B. Junior (4) | 32,000 | Sunlight (2) | 365,500 |
| Jennie & Julia (3) | 48,000 | Sylvester Whalen (1) | 179,000 |
| Johnny Baby (2) | 2,000 | Theresa M. Boudreau (1) | 215,000 |
| Joseph & Lucia (1) | 120,000 | Theresa R. (1) | 138,000 |
| Josie II (3) | 5,500 | Thomas D. (2) | 230,000 |
| Julie Ann (1) | 25,000 | Thos. J. Carroll (1) | 92,500 |
| Killarney (1) | 196,000 | Trimembral (5) | 13,000 |
| Kingfisher (1) | 229,000 | V-E Day (1) | 235,000 |
| Kurta (7) | 6,000 | We Three (4) | 11,500 |
| Leonard & Nancy (2) | 129,000 | | |

## BOSTON

| | | | |
|---|---|---|---|
| Acme (6) | 9,500 | 4-C-887 (1) | 2,900 |
| Addie Mae (6) | 7,600 | 4-E-885 (4) | 8,600 |
| Adventure (2) | 122,500 | 4-G-370 (3) | 17,300 |
| Agatha & Patricia (3) | 59,300 | 4-G-673 (2) | 9,400 |
| Alphonso (4) | 8,100 | 4-H-823 (5) | 21,200 |
| Annie & Josie (7) | 13,400 | Francesca (4) | 31,500 |
| Arlington (2) | 217,200 | Geraldine & Phyllis (3) | 215,700 |
| Atlantic (2) | 113,300 | Hazel B. (2) | 85,400 |
| Ave Maria (Dragger) (6) | 11,800 | J. B. Junior (2) | 124,300 |
| Barbara C. Angell (2) | 200,000 | Josephine Ess (2) | 202,000 |
| Bay (2) | 152,300 | Josephine F. (3) | 18,800 |
| Billow (2) | 148,900 | Josephine P. II (2) | 30,500 |
| Bonnie (3) | 332,200 | Josie M. (7) | 10,300 |
| Breaker (2) | 163,500 | Julie-Ann (1) | 142,500 |
| Breeze (2) | 151,200 | Lark (3) | 293,200 |
| Calm (3) | 263,700 | Little Nancy (3) | 54,900 |
| Cambridge (3) | 359,100 | Lorine III (2) | 36,900 |
| Carmela Maria (Dragger) (5) | 12,300 | Louise (3) | 226,400 |
| Carmela Maria (L. Tr'ler) (4) | 22,500 | Lucky Star (2) | 175,900 |
| Carole June (2) | 107,000 | Lynn (3) | 233,800 |
| Catherine B. (Dragger) (3) | 47,400 | Maine (3) | 309,800 |
| Catherine B. (L. Tr'ler) (4) | 18,900 | Margaret & Marie (1) | 5,500 |
| Charlotte M. (2) | 106,100 | Margee & Pat II (2) | 246,800 |
| Clipper (1) | 70,200 | Maria Guiseppe (3) | 11,600 |
| Cormorant (2) | 193,500 | Maris Stella (2) | 136,400 |
| Crest (2) | 191,500 | Marietta & Mary (2) | 28,600 |
| Delaware (3) | 400,000 | Marjorie Parker (1) | 49,600 |
| Diana C. (8) | 18,500 | Mary & Jennie (6) | 14,200 |
| Dorchester (2) | 127,800 | M. C. Ballard (2) | 137,200 |
| Drift (2) | 207,200 | Michael G. (4) | 10,500 |
| Eddie & Lulu M. (6) | 4,200 | Michigan (2) | 200,300 |
| Elizabeth B. (2) | 171,100 | Nancy B. (2) | 24,100 |
| Esther M. (2) | 163,000 | Nancy F. (1) | 10,900 |
| Estrela (2) | 186,200 | Neptune (2) | 108,500 |
| Famiglia (2) | 15,100 | Nova Antonio (5) | 16,800 |
| Fanny F. Hickey (7) | 21,000 | Ocean (2) | 154,000 |
| Flow (1) | 160,000 | Ohio (3) | 179,800 |
| Flying Cloud (3) | 399,800 | Olympia (2) | 26,100 |
| 4-A-608 (2) | 4,400 | Olympia La Rosa (3) | 46,600 |
| Phantom (1) | 84,800 | San Calogero (4) | 12,600 |
| Plymouth (3) | 238,800 | Santa Rita (1) | 2,900 |
| Princess (7) | 20,700 | Santina D. (1) | 2,100 |
| Quincy (3) | 197,800 | Savoia (4) | 24,400 |
| Racer (2) | 155,500 | Six Brothers II (3) | 9,600 |
| Red Jacket (2) | 308,200 | Squall (3) | 336,500 |
| Richard J. Nunan (3) | 61,600 | Storm (3) | 285,700 |
| Robert & Edwin (7) | 9,900 | Surf (2) | 194,000 |
| Roma (6) | 5,900 | Surge (2) | 204,700 |
| Rose Mary (3) | 12,600 | Swell (2) | 310,100 |
| Rosie (4) | 9,900 | Tern (2) | 170,000 |
| Rosie & Gracie (2) | 28,700 | Texas (2) | 138,700 |
| Rush (3) | 282,000 | Thomas Whalen (3) | 218,200 |
| St. Anna (2) | 12,100 | Tide (2) | 197,800 |
| St. Francis (2) | 6,600 | Triton (2) | 152,000 |
| St. Joseph (Dragger) (4) | 77,700 | Venture II (2) | 148,500 |
| St. Joseph (L. T'rler) (4) | 20,600 | Virginia (1) | 39,500 |
| St. Michael (2) | 9,000 | Wave (3) | 275,400 |
| St. Michael Angelo (2) | 9,100 | Weymouth (3) | 245,000 |
| St. Peter (1) | 12,300 | Wm. J. O'Brien (2) | 188,400 |
| St. Peter II (2) | 182,000 | Winchester (3) | 465,200 |
| St. Theresa (5) | 20,200 | Winthrop (2) | 156,000 |
| Salvatore & Grace (1) | 22,500 | **Scallop Landings (Gallons)** | |
| San Antonio (1) | 2,600 | Charles S. Ashley (1) | 1,000 |

## NEW BEDFORD

| | | | |
|---|---|---|---|
| Adventurer (4) | 36,500 | Josephine & Mary (2) | 43,100 |
| Agda (3) | 16,600 | June Bride (3) | 20,500 |
| Alpar (1) | 25,000 | Junojaes (2) | 84,500 |
| Alva (2) | 6,500 | Kelbarsam (3) | 21,000 |
| Angenette (2) | 2,700 | Lainee K. (3) | 28,100 |
| Anna (2) | 6,900 | Liberty (1) | 3,000 |
| Anna C. Perry (3) | 24,700 | Liboria C. (4) | 36,300 |
| Annie M. Jackson (1) | 9,200 | Lt. Thomas Minor (2) | 4,000 |
| Arnold (3) | 24,600 | Little Chief (1) | 6,500 |
| Arthur L. (3) | 41,300 | Malvina B. (2) | 32,100 |
| Baby Doll (4) | 11,400 | Maria Julia (3) | 18,900 |
| Barbara (4) | 20,700 | Marie & Katherine (3) | 27,500 |
| Barbara M. (2) | 18,000 | Martha E. Murley (4) | 45,500 |
| Barracuda (2) | 6,700 | Mary Anne (2) | 31,800 |
| Bernice (3) | 11,400 | Mary J. Hayes (2) | 111,500 |
| Bozo (2) | 6,300 | Mary & Joan (2) | 91,300 |
| Cape Cod (1) | 5,800 | Mary M. (3) | 15,100 |
| Capt. Deebold (2) | 23,300 | Mildred & Myra (1) | 7,200 |
| Carl Henry (2) | 34,000 | Minnie V. (3) | 22,800 |
| Catherine & Mary (2) | 27,500 | Mishaum (1) | 2,100 |
| Catherine T. (1) | 20,500 | Molly & Jane (3) | 27,500 |
| Charles E. Beckman (4) | 23,500 | Noreen (2) | 128,300 |
| Charlotte (1) | 8,600 | Paolina (1) | 26,500 |
| Christina J. (3) | 39,000 | Papoose (4) | 20,900 |
| Christine & Dan (2) | 13,700 | Pauline H. (3) | 90,200 |
| Clifton (2) | 8,700 | Penquin (3) | 45,600 |
| Clipper (1) | 14,600 | Petrel (2) | 6,600 |
| Connie F. (4) | 48,500 | Phyllis J. (1) | 5,500 |
| Dauntless (2) | 11,400 | Portugal (3) | 16,200 |
| Doris Gertrude (2) | 40,000 | Prosperity (1) | 600 |
| Dorothy (1) | 2,300 | Ramona (2) | 14,600 |
| Edith (3) | 20,400 | Rita (3) | 17,500 |
| Elva & Estelle (2) | 15,700 | Rose Jarvis (2) | 9,100 |
| Etta K. (2) | 8,500 | Rosemarie V. (4) | 26,900 |
| Eugene & Rose (3) | 39,100 | St. Anthony (2) | 15,700 |
| Fairweather (3) | 18,400 | Sandra & Jean (3) | 33,400 |
| Fan & Mary (3) | 20,800 | Sankaty Head (1) | 5,000 |
| Fannie Parnell (2) | 5,100 | Sea Ranger (2) | 36,800 |
| Fred Henry (2) | 7,600 | Sister Alice (3) | 20,200 |
| Gannett (3) | 35,500 | S. M. Murtosa (4) | 23,800 |
| Gertrude D. (3) | 33,100 | Solveig J. (3) | 51,100 |
| Gladys & Mary (2) | 34,800 | Sonya (2) | 7,500 |
| Gloria F. (1) | 28,900 | Southern Cross (2) | 12,500 |
| Gloucester (2) | 54,500 | Stanley B. Butler (2) | 65,900 |
| Growler (3) | 52,200 | Sunapee (1) | 3,500 |
| Harmony (4) | 27,600 | The Friars (2) | 34,300 |
| Helen Mae (2) | 3,400 | Theresa (4) | 17,900 |
| Hope (1) | 4,500 | Theresa (Conn.) (3) | 18,200 |
| Huntington Sanford (3) | 27,300 | Theresa & Jean (3) | 111,700 |
| Invader (3) | 28,800 | Three Pals (3) | 13,100 |
| Ivanhoe (3) | 51,200 | Two Brothers (2) | 2,500 |
| Jacintha (2) | 72,900 | Two Brothers (R.I.) (2) | 17,700 |
| Janet Elise (3) | 6,200 | Victor Johnson (4) | 42,900 |
| Janet & Jean (1) | 12,100 | Viking (5) | 51,300 |
| J. Henry Smith (4) | 11,600 | Wanderer (4) | 13,100 |
| Joan & Tom (1) | 7,700 | Whaler (3) | 49,100 |
| Joan & Ursula (3) | 65,600 | Wild Duck (2) | 60,200 |
| John G. Murley (1) | 17,900 | Winifred M. (2) | 10,800 |
| Johnny Ryan (1) | 9,100 | | |

**Scallop Landings (Gallons)**

| | | | |
|---|---|---|---|
| Abram H. (1) | 950 | Flamingo (2) | 1,800 |
| Adele K. (2) | 1,350 | Fleet Wing (2) | 1,900 |
| Amelia (2) | 1,850 | Four Sisters (1) | 650 |
| Antonina (1) | 450 | Francis J. Manta (2) | 1,275 |
| Antonio (1) | 650 | Gay Head (1) | 400 |
| Bobby & Harvey (2) | 1,900 | Idlewild II (1) | 80 |
| Bright Star (2) | 1,050 | Irene & Mabel (2) | 950 |
| Camden (2) | 1,400 | Jerry & Jimmy (3) | 2,050 |
| Carol & Estelle (2) | 1,400 | Kingfisher (2) | 1,850 |
| Charles S. Ashley (1) | 900 | Linus S. Eldridge (2) | 1,950 |
| Dorothy & Mary (1) | 650 | Louis A. Thebaud (2) | 1,250 |
| Elizabeth M. (2) | 2,025 | Lubenray (1) | 800 |
| Eunice-Lilian (1) | 800 | Magellan (1) | 45 |
| Fairhaven (1) | 500 | Malene & Marie (2) | 1,695 |

*(Continued at bottom of page 42)*

# PERFORMANCE

## YOU CAN DEPEND ON!

IT'S SO TODAY, as it's been for many decades . . . Roebling Wire Rope for Standing Rigging and Trawler Lines is a foremost choice in the fishing fleets. The steel used in Roebling rope is made in Roebling's own steel mill to assure the highest degrees of strength and toughness. Each step in drawing the wire and fabricating the rope is scientifically controlled to produce ropes with *extra* long life and dependability.

In the Roebling line you will find a wire rope of the right size and construction for every purpose . . . and you can "rig with Roebling" with full confidence of keeping costs down.

Your Roebling distributor will be glad to help you choose the *right* ropes for your exact requirements.

JOHN A. ROEBLING'S SONS COMPANY • TRENTON 2, NEW JERSEY
*Branches and Warehouses in Principal Cities*

**ROEBLING**
*A CENTURY OF CONFIDENCE*

## B. F. GOODRICH
## CUTLESS RUBBER BEARINGS
*For Propeller Shafts*

Standard Cutless Bearing

Stern Casting With Cutless Bearing

Every fishing vessel needs a Cutless bearing for quiet, smooth, trouble-free operation. Water lubricated soft rubber Cutless bearings outwear all other bearings by as much as 15 to 1. Save shafts—save time—save money. Most sizes in stock for immediate delivery.

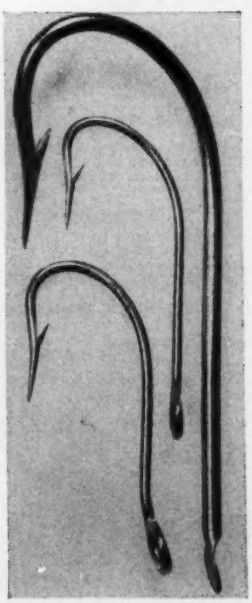
Available from Boat Repair Yards and Marine Equipment Dealers
For More Information Write Dept. AF

**Lucian Q. Moffitt, Inc.**
AKRON 8, OHIO
Engineers and National Distributors

## Trim Your Lines With These Best of Hooks
## Skipper!

These fine Norwegian fish hooks have the sharpness to penetrate the toughest mouths and the strength to hold almost any size of fish. Ask your fishing supplies dealer to show you

**MUSTAD**
Key Brand FISH HOOKS



See the many patterns and sizes and choose those that best suit your requirements. These fish hooks will save you time, trouble, money and fish.

**O. MUSTAD & SON**
(Est. 1832)
OSLO NORWAY

*Sales Agents*
Ed. W. Simon Co., Inc.
320 Broadway, New York

# International Net Dips Make Nets *Last Longer*

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.

INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.

**International NET DIPS**

**International Paint Company, Inc.**
New York 6, N. Y., 21 West Street
San Francisco 7, Cal., 901 Minnesota St.
New Orleans 13, La., 315 Girod Street

**International Paints [Canada] Ltd.**
Montreal, Quebec, 6700 Park Avenue
Vancouver, B. C., 101 Powell Street

AGENTS IN EVERY IMPORTANT PORT


# Once Famous Industry

*(Continued from page 17)*

killing of females accompanied by calves, and of any whales of certain species. The regulations also require the fullest possible use of each whale taken.

An international protocol signed in London in 1945, requires that whaling (except for sperms and from shore stations) cease when the catch by all expeditions reaches 16,000 blue whale units, equal to about 300,000 tons of oil. A blue whale often exceeds 100′ in length and 100 tons in weight. A blue whale unit equals two fin whales, two and a half humpbacks or six sei whales. The whaling season lasts from early December to April.

Whales as a rule grow very quickly, and are usually ready to breed in two years. The period of gestation is roughly 12 months, suckling for six months and a lapse before breeding again of another six months. Thus a female whale produces once every two years.

## History

When we think of whales, we more often than not associate their catching with the Norwegians, and this is understandable when we remember that records show that as far back as A. D. 900, whales were being caught by men of that country. All down through the centuries since that early date, Norway seems to have been one step ahead of other countries in the whaling industry and gunners from there have been acclaimed the best in the world.

The use of whales as meat, and to produce oil, however, has not been confined wholly to Norway. In the middle ages, the French and Spaniards worked the Bay of Biscay, and in the fourteenth century they roamed as far as Iceland to Greenland, and even to Newfoundland. At that time the ships operated as units and not in conjunction with shore stations; their production was an important item of trade with England, which country used the whale oil for dressing wool and making soap. The British and the Dutch followed the French and Spaniards as whalers and the search for whales led to the charting of unknown waters and the discovery in 1596 of Spitzbergen.

It was during the eighteenth century that American whaling came into its own, and the industry thrived and continued to grow until the discovery of petroleum in 1859. This discovery seriously affected the price of oils and supplied a cheaper product for lubricants and lighting as well as raw material for other purposes. The replacement of whale oil by kerosene, although causing a temporary setback to the industry, finally brought it to the front as an important source of raw materials for soaps, food and feed.

---

*(Continued from page 40)*

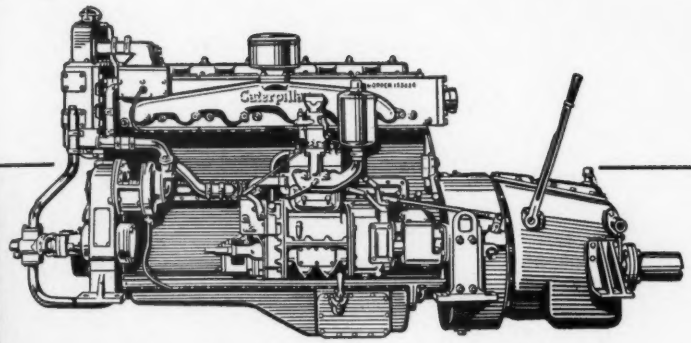
| | | | |
|---|---|---|---|
| Marmax (2) | 1,400 | Porpoise (1) | 875 |
| Mary Canas (2) | 1,500 | Red Start (2) | 2,000 |
| Mary D'Eon (2) | 1,400 | St. Ann (1) | 1,025 |
| Mary R. Mullins (1) | 950 | Shannon (2) | 500 |
| Mary Tapper (2) | 1,050 | Sonny & Joyce (1) | 50 |
| Moonlight (2) | 2,000 | Ursula M. Norton (1) | 1,100 |
| Muriel & Russell (1) | 600 | Venture I (1) | 550 |
| New Bedford (1) | 900 | Virginia & Joan (1) | 450 |
| Newfoundland (2) | 1,850 | Wm. D. Eldridge (1) | 450 |
| Palestine (2) | 1,000 | Wm. H. Killigrew (2) | 1,350 |
| Pearl Harbor (2) | 1,550 | Wm. J. Landry (2) | 1,400 |
| Pelican (2) | 1,250 | | |

## NEW YORK

| | | | |
|---|---|---|---|
| Alpar (1) | 35,000 | Major J. Casey (1) | 20,000 |
| Beatrice & Ida (1) | 27,900 | Mary (1) | 4,700 |
| Catherine C. (2) | 35,500 | Mary Ellen (2) | 27,500 |
| Charlotte (1) | 3,500 | New Bay (2) | 98,400 |
| Emily Brown (2) | 155,400 | Norseman (2) | 30,500 |
| Felicia (2) | 98,800 | Olivia Brown (1) | 47,000 |
| Florence B. (3) | 86,700 | Paolina (1) | 30,000 |
| Gloria F. (1) | 19,500 | Portugal (2) | 90,000 |
| Gud Kay (2) | 25,000 | Puritan (2) | 87,000 |
| John G. Murley (1) | 32,000 | Quest (1) | 23,000 |
| Joseph S. Mattos (3) | 132,600 | Richard Lance (1) | 20,000 |
| Katie D. (3) | 161,500 | Rainbow (2) | 37,000 |
| Lady of Good Voyage (2) | 74,900 | Rosalie F. (2) | 42,000 |
| Leah F. (2) | 91,000 | S-31 (2) | 47,000 |
| Mabel Mae (2) | 104,200 | Sunapee (1) | 20,000 |

### Scallop Landings (Gallons)

| | | | |
|---|---|---|---|
| Antonina (2) | 650 | Olive M. Williams (2) | 1,450 |
| David A. (1) | 600 | Rita (1) | 600 |
| Friendship (2) | 1,400 | St. Rita (1) | 700 |
| Gambler (1) | 700 | Trio (2) | 650 |
| Maridor (2) | 1,000 | Venture (1) | 600 |
| New Dawn (2) | 1,150 | Whaling City (2) | 1,550 |




• You get power and economy with dependable "Cat" Diesel Marine Engines

# With "Cat" Marine Diesels

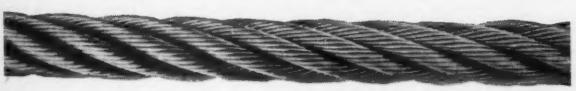
**You always save on Replacement Parts For These Reasons:**

1. Cat parts cost less
2. Cat parts are always available in Boston
3. You'll always need fewer replacement parts . . . Cat Diesels are long living and service giving.

**PERKINS-EATON MACHINERY CO.**

376 Dorchester Ave., Boston 27, Mass.
Tel. SOuth Boston 8-4660

## Why Take Less Than FULL Protection?



Bethlehem trawler ropes have the life-prolonging, rust-resisting safeguard—BETHANIZED COATING. This is a zinc jacket that encases every wire . . . a jacket that will bend, bend, bend without cracking.

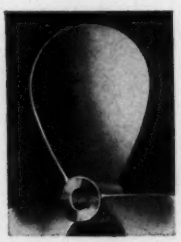
The bethanized "armor" keeps salt water and air away from the steel rope; seals the wires against their greatest enemy, rust.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

*When you think WIRE ROPE . . . think BETHLEHEM*

## Columbian

**PROPELLERS AND FITTINGS give fine performance on**



**Diesel or Gas Fishing Boats**

**Make sure of best results. *SPECIFY***

**Columbian manganese bronze propellers machine ground pitch, and new metal bronze fittings — strong, dependable. Send for free catalog.**

MENHADEN DIESEL
"W. L. Messick"
Reedville, Va.

**COLUMBIAN BRONZE CORP.**
North Main St., Freeport, L. I., N. Y.

# Maine Law Changes Discussed At Legislative Hearings

A number of Boothbay region lobstermen, crabbers and dealers attended a hearing held by the Legislative Sea and Shore Fisheries Committee on February 17, and entered a protest against a bill which would cut the present ten-year legal residence requirement for lobster licenses to three years. Stanley Tupper, Boothbay Harbor Selectman, was among those who spoke in opposition to the measure, asserting that while the present ten-year residence law occasionally causes hardship to an individual it protects Maine lobstermen as a whole. He cited the fact that lobstermen are now forced to meet keen competition, and pointed out that there is a scarcity of lobsters.

Leonard Brewer and Kizmirz Zajac of Boothbay Harbor spoke in favor of the bill, stating that the present law works hardship on fishermen who wish to settle in Maine.

Rep. William E. Dennett of Kittery has introduced a bill which would permit lobstermen to transport their catches outside the State without paying the present $25 license fee. A hearing on the measure was held February 10 by the Sea and Shore Fisheries Committee, and Albert Crawford of Kittery spoke in favor of the legislation, pointing out that Kittery and York lobstermen would be permitted to sell their catches in the New Hampshire markets for better prices. Charles Witham of Kittery, opposing the bill, said that violations of legal size limits would increase. Two hundred commercial fishermen were present at the hearing.

Senator Cleveland Sleeper, Jr. of Rockland has filed legislation asking $3,000 for a herring conservation study, the findings of which would be reported by the Sea and Shore Fisheries Commissioner to the next Legislature. According to Senator Sleeper, such a study is needed in order to prevent depletion of the fish along the Maine Coast.

Speaking for lobstermen and crabbers at a Sea and Shore Fisheries Committee hearing February 24, Rep. Sanford J. Prince, Jr. of Orr's Island, Committee chairman, registered their approval of a bill which would allow them to discontinue filing annual catch reports. Chief Warden Dan Malloy of the Sea and Shore Fisheries Department said the measure has that group's approval, as the information can be obtained from dealers.

An informal organization of Maine fishermen which would report to legislative committees on problems affecting the fishing industry has been proposed by Rep. Prince. He would have fishermen in each of the Maine counties that border the coast appoint three or four men to study problems and report their conclusions to the legislative committees.

## General Seafoods Expanding Rockland Plant

General Seafoods Corp. is installing a third cutting and packaging line in its Rockland fillet plant which, according to plant manager Frank Perry, will increase the output by an estimated 30%. The new line is similar in design to the two already in use, and will add approximately 60 persons to the plant's staff. Work is nearly completed on the installation, which will be ready for use with the advent of the Spring fishing season.

## Lobster Boat Building at Friendship

William Bramhall and his partner Paul Simmons of Friendship are building a 27′ lobsterman for Frank Conary, to be powered by a 100 hp. Packard engine.

## Reed Urges Herring, Clam Law Changes

The 15th biennial report of the Maine Sea and Shore Fisheries Department contains several recommendations by Commissioner Richard E. Reed for betterment of the State's fishing industry. The suggestions are the results of study over the past two years of the needs of the industry by Reed, members of the Department and its advisory council.

The report includes the following recommendations pertaining to State fishing laws: amending the present herring torching law to permit the taking of limited amounts of this species by fishermen for bait purposes; repeal of the law which denies fishermen the right to have more than 10 bushels of herring in possession at one time for bait purposes; a more equitable and workable definition of a herring weir; review of the law requiring shucking licenses for clams sold within the State; making the four-county clam transportation law enforceable or repealing it; reviewing the present system of town control of clam flats to guard against instances of lack of utilization of a valuable resource; simplification of the present system for obtaining shellfish shucking and transportation certificates through the Department of Agriculture; certain revisions of the Department's licensing structure; revision of all rules and regulations to bring them up to date and to clarify and simplify their provisions, and repeal of all antiquated laws that are neither applicable nor justifiable for modern conditions.

Other suggestions were: Federal legislation to outlaw the advertising and selling of African and southern crawfish meat as lobster meat; urge the U. S. Public Health Service to review and revamp its present standards for determining the sanitary aspects of shellfish that may be accepted in interstate commerce; curtailment of lobster rearing activities to a purely experimental basis until such time as the program can be scientifically justified; seek closer co-operation between the Department of Sea and Shore Fisheries and the Fish and Wildlife Service on research and technological projects to assist the fisheries.

**The 60′ Eastport, Me. sardine carrier "Eva H." owned by Holmes Packing Corp. She is equipped with an HMRS-603, 130 hp. Cummins Diesel, Twin Disc 3:1 reduction gear and power take-off and HHG-21 Surrette batteries for starting and lighting.**

## Lobster Gets Nationwide Publicity

The Maine lobster received nationwide publicity February 17, when the Screen Guild Players broadcast an adaptation over NBC of the movie "Deep Waters," which was filmed at Vinal Haven in 1947. The radio adaptation of the movie had the original cast, including Dana Andrews, who portrays a Maine lobsterman.

In recognition of the event, Governor Frederick G. Payne sent a specially packed lobster to 57 radio editors throughout the Middle West and West. The lobsters were packed in hermetically sealed cans and special ice-filled barrels, and were accompanied by complete cooking instructions. The packaging was done by Maine Coast Seafood Corp. at Rockport, and was the first time that this method had been used to send live lobsters to the Western United States.

## Freeman C. Littlefield

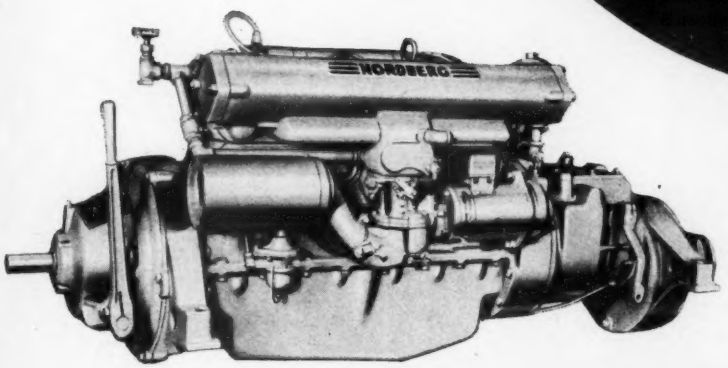
Freeman C. Littlefield of Boothbay Harbor, founder of the F. C. Littlefield Co., which was the first firm to enter the sardine business in the Boothbay Region, died February 2 at the age of 76. The Littlefield plant started processing sardines in 1895.

## New Carrier Building for Seaboard

Herbert Colson of Lubec is building a 60′ sardine carrier for Seaboard Packing Co., Lubec, which is expected to be ready for service in July. She will be powered with an NHMS-600, 175 hp., 1800 rpm. Cummins Diesel with 3:1 Twin Disc reduction gear. The engine was sold and will be installed by Southwest Boat Corp., Southwest Harbor.

Southwest Boat is now installing a 175 hp. Cummins Diesel of the same model in the 73′ sardine carrier *Helen McColl*, Capt. Ott Kline, which is owned by Seaboard Packing Co.

*Bring more pro... catc...*




***Nordberg Gasoline Marine Engines are built in three heavy-duty, six-cylinder models, from 50 to 135 H.P.—direct drive or with 1.88, 2.44, 3.32 and 4.12 reduction gear ratios. Available with or without sturdy, front-end power take-off.***

## ...with a dependable NORDBERG *Marine Engine!*

*Here are a few reasons why a Nordberg engine will bring greater profits to you:*

**1** **Seven main bearing, six-cylinder engine has longer life than four main bearing automotive conversions.**

**2** **Sealed-up, engine-lubricated and gear-driven generator, water pump, and auxiliary drive is safer and outlasts exposed belt drives.**

**3** **Water jet cooling of each exhaust valve seat provides much longer life for valves and seats.**

**4** **B.M.I.N. approved combination air intake silencer and flame arrestor assures greater safety and comfort.**

*For other features, see your Nordberg representative or write for Bulletin 143B.*

**NORDBERG MFG. CO.**
**MILWAUKEE 7, WISCONSIN**

NORDBERG
GASOLINE ENGINES

# Skipper and owner agree on "CAT" power

The 53-foot shrimper John Cruso, Biloxi, Miss., is powered by a "Cat" Diesel D13000 Marine Engine that already has over 15,000 hours of efficient service to its credit.

THE C. C. Company, Biloxi, Mississippi, operates a fleet of 16 shrimpers all powered by "Caterpillar" Diesel Marine Engines.

Skipper Joseph E. Seymore, of the *John Cruso,* one of the C. C. fleet, says: "My 'Cat' engine stands the punishment of the fishing business without breaking down. I go to sea to fish, and this engine keeps me fishing. I wouldn't have any other kind."

And owner William Cruso adds the clincher. Says he: "Our 'Cat' engines stand a lot of rough treatment, are foolproof, and our men can stick to fishing and don't have to be mechanics. We have 16 boats with 'Cat' engines, and they're the best and cheapest to operate from every standpoint."

Your "Caterpillar" dealer can install the right power plant for your boat—dependable and long-lived—backed by service that has won a solid reputation as the best in the business. See him today.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

**CATERPILLAR DIESEL**

REG. U. S. PAT. OFF.

*Marine Engines*

# Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

## Cooper-Bessemer Book on Engine Wear

According to a book just published by Cooper-Bessemer Corp., Mount Vernon, Ohio, and entitled "Wear as Applied to Cylinders and Piston Rings", operators of gasoline and Diesel engines today get up to 100 times the life in vital engine parts that was possible only 10 years ago. This unusual accomplishment in lower engine wear results from a series of progressive developments based on new principles uncovered in a recently completed wear study.

Although this 10-year research project was devoted primarily to reducing cylinder and piston ring wear in engines, Cooper-Bessemer believes its findings so basic in principle and so broad in application to be of interest to all other builders and large-scale users of engines, allied equipment and heavy machinery. Thus the directors of the wear research program collaborated in writing the book.

Dr. F. P. Bundy, now with General Electric Company's research laboratory, directed the theoretical research and laboratory experimentation; T. E. Eagan, chief metallurgist of Cooper-Bessemer, conducted the metallurgical studies; Ralph L. Boyer, vice president and chief engineer of Cooper-Bessemer, guided the application of the principles, uncovered in the wear study, to improve engine designs.

## GM Northeastern Sales Representative

Leslie Southgate

Leslie Southgate has been appointed to represent the Detroit Diesel Engine Division, General Motors Corp., as northeastern zone sales representative. In his new position, Southgate will direct the sale of General Motors Series 71 marine Diesel engines through Detroit Diesel's distributor-dealer organization, covering New York, northern New Jersey and all of the New England States.

Southgate has been associated with the Detroit Diesel organization in various technical capacities since July of 1942 and most recently served as assistant to the marine sales manager. He obtained a degree in mechanical engineering at Lehigh University.

## Baker Refrigeration Corp., New Name

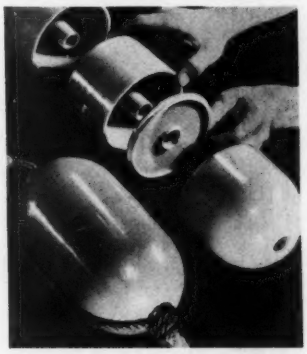
In order to better identify the Baker name with its present-day products and broader manufacturing scope, the Baker Board of Directors has voted to authorize the change of name from Baker Ice Machine Co., Inc. to Baker Refrigeration Corporation.

The name Baker first became connected with the ice making industry in 1905 when Joseph Lincoln Baker pioneered, in Omaha, the manufacture of ammonia compressors for artificial ice-making plants.

Baker for many years has not manufactured exclusively for the ice industry. The present line of refrigeration condensing units includes a complete selection of freon-type units and compressors ranging from ½ to 60 hp. In the ammonia field Baker offers condensing units and compressors from 2 to 125 hp. Baker manufacturing plants are located at South Windham, Maine and Omaha, Nebraska.

## Jefferson-Travis Starts Trade-In Plan

Jefferson-Travis Inc., subsidiary of Emerson Radio and Phonograph Corp., has announced a new merchandising plan, to meet the requirements of boat owners who wish to replace their low powered or obsolete radiotelephone equipment with higher powered equipment.



**Lobster and crab pot buoys molded of tough red Tenite plastic by J. H. Shepherd Son & Co., Elyria, Ohio. They are 5″ x 9″ and can be lengthened by any number of 3″ extensions. A longitudinal tube through the center provides a means of attaching to a pot line. The floats feature cemented, water-tight assembly and do not require refinishing.**

According to a three month survey, conducted by Jefferson-Travis, there is a definite demand for high powered radiotelephone equipment to assure greater safety and more consistent communications.

To meet this trend, Jefferson-Travis Inc., through its nationwide network of distributors has inaugurated a "Trade-In" allowance plan to enable boat owners to replace their low powered or obsolete radiotelephone equipment, at a minimum investment.

## Rochester Ropes Offers Booklet

A new 52-page pocket-size booklet on the uses and selection of wire rope in the marine service has been made available by Rochester Ropes, Inc., Culpeper, Va.

Data of an engineering nature in the first section of the booklet are followed by a section giving information on wire ropes used for rigging and guy ropes, running ropes, hoisting ropes, mooring lines, towing hawsers, tiller ropes and fishing ropes. Information on wire rope fittings and terminals and on wire rope slings as well as rope selection tables are included.

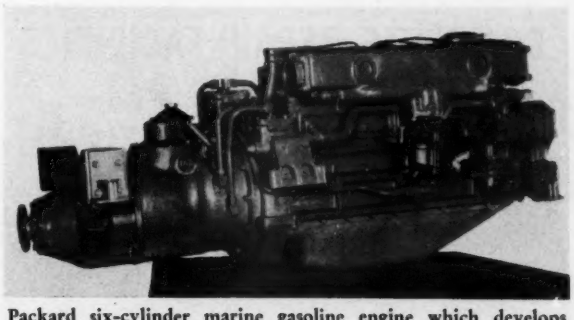
## Shipmate Oil-Fired Hot Water Boilers

Providing radiation of 125′ and 250′ respectively, Models 30 and 350-A Shipmate oil-fired marine hot water heating boilers are being produced by The Stamford Foundry Co., Stamford, Conn.

Designed to provide continuous, trouble-free operation, these marine heating plants feature the usual Shipmate fundamental principle of simplicity, according to the manufacturer. No complicated automatic controls are necessary since the boilers employ a Therm-Shipmate burner which is controlled manually.

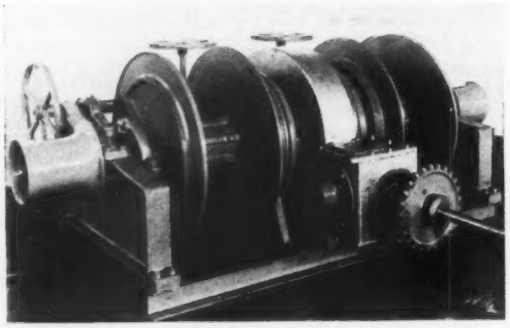
By using one of these boilers and a Shipmate oil-fired galley

*(Continued on page 48)*



**Packard six-cylinder marine gasoline engine which develops 100 hp., has 245 cu. in. displacement and a maximum of 3,200 rpm. It is equipped with suction crankcase ventilation system and a hydrauically-operated clutch and reverse gear which enables Finger-Tip Control shifting.**

Hathaway



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range, which has the same type of burner, the manufacturer points out that the advantages of standardization may be obtained. Oil burner motors are available for all normal direct current voltages.

## Kuehn Made Nordberg Service Supt.

John Kuehn

John Kuehn has been appointed superintendent of service, Marine Department, Nordberg Manufacturing Co., Milwaukee, Wisc., according to R. W. Bayerlein, vice president of the organization's Heavy Machinery Division.

Kuehn has been assistant to manager of installation and service for the past two years. From 1939 to 1946 he was an installation and service engineer for Nordberg. He originally became associated with the Company as a machinist apprentice in 1924. Upon becoming a journeyman machinist in 1929, Kuehn joined the U. S. Merchant Marine and continued in this service until he rejoined Nordberg in 1939, at which time he served as installation and guarantee engineer. In 1940 he began installing Nordberg marine Diesel engines and doing other general installation and service work.

During World War II Kuehn assisted in the delivery of Nordberg propelled naval supply ships from Tampa to Hampton Roads. He also helped considerably in organizing the Diesel schools conducted by Nordberg for the Navy and Merchant Marine.

## Wire Rope Institute Elects Larkin

At the annual meeting of the Wire Rope Institute, held in January, David Larkin, executive vice president of Broderick and Bascom Rope Co., was elected president of the organization. He succeeds E. C. Low, of John A. Roebling's Sons Co., who became chairman of the board.

The new president is a graduate of the University of Edinburgh, Scotland, a fellow of the American Society of Mechanical Engineers, and is widely known in the wire rope industry, with which he has been actively identified for 21 years.

In addition to Larkin and Low, other new officers of the institute are: Vice President, H. C. Parker, Bergen Wire Rope Co.; Secretary, W. A. Huber, American Chain and Cable Co.; Treasurer, D. W. Vernon, A. Leschen and Sons Rope Co.

## Chrysler Test Fleets Check Engines

Year 'round "on the water" research and testing of Chrysler marine engine performance is conducted on both fresh and salt water by experimental fleets operating out of New Orleans and Detroit, according to C. C. Williams, manager, Marine Engine Div., Chrysler Corp. The fleets, composed of single and twin-screw craft ranging in size from 26 to 40′, test engines and equipment in the experimental stage as well as standard production Ace, Crown and Royal Chrysler marine engines.

The engines used by the experimental fleets are subject to an array of performance tests ranging from gasoline economy checks to engine, water and oil temperature differentials recorded by thermocouples at as many as 20 points on the engine. A log is kept on each engine and information gathered during the tests is sent to the Chrysler marine engine laboratory in Detroit for review.

## Jones & Laughlin Wire Rope Handbook

Jones & Laughlin Steel Corp., Pittsburgh 30, Pa., has announced through its Wire Rope Sales Dept., the availability of a new pocket-sized handbook titled "Wire Rope Is A Machine".

Interestingly illustrated, the handbook gives a simple and straightforward explanation of how wire rope works, how it should be operated, and how to select and order correct wire rope construction for long service life. Other sections of the book cover standard fittings, slings, and splicing service available with J&L wire rope; general recommendations for ropes in use on standard equipment; and tables of weights and strengths.

## NFI CONVENTION

Plans are now being developed for the Fourth Annual Convention of the National Fisheries Institute, Inc., which will be held at the Edgewater Beach Hotel in Chicago April 27-30.

# Texas Legislators Attempt To Change License Law

Legislation aimed at protecting Texas' fish and marine life from out-of-state shrimpers and fishermen has been passed in the Texas Senate where it was sponsored by Sen. Jimmy Phillips of Angleton. An identical bill has been introduced in the House by Rep. Miller Walker of Beaumont.

The new law would set up a commercial fishing boat license for either resident or nonresident to cost $6 a year, replacing the present fee of $3 for Texas residents, $2,500 for nonresident boats and $200 for nonresident fishermen. This legislation would supersede the old nonresident license law which may soon be declared unconstitutional in a special court at Houston where Louisiana shrimpers are contesting it on grounds of discrimination.

The Texas Game, Fish and Oyster Commission, under the new law, would be empowered each year in July to set a quota of commercial fishing boat licenses to be issued in the succeeding "conservation" year. Texas citizens would be given priority in the issuance of the annual licenses. The bill would carry a penalty of from $100 to $1,000 fine for violation, and would authorize the Commission to seize boats, nets, trawls and other gear used by violators.

Harvey Shell of Gregory, Representative from the 70th Texas district, has been appointed chairman of the Game and Fisheries Committee for the 51st general session of the Texas Legislature.

The House has passed a bill authored by Rep. O. E. Cannon of Corpus Christi to permit commercial night fishing from Brownsville to the mouth of the Colorado River. The Brazilian "red" shrimp is caught mostly at night.

Daytime shrimping during February was poor. High winds, heavy fogs and absence of shrimp during daylight hours kept most boats on the west coast at the docks during the month.

### "Southern Pride" Now at Corpus Christi

The 56′ *Southern Pride*, co-owned by Sidney Herndon of Corpus Christi and Capt. Tony Tamburin of Ingleside, was brought from Biloxi, Miss. recently to work out of Corpus Christi. She is powered by a General Motors Diesel.

### Channel Improvements

Two projects for Aransas Pass have been selected as the 1949 goal of the City's Chamber of Commerce. Both they feel are vitally important if the City's future as a port is to be insured.

At present, more than 90,000 tons of products move to and from Aransas Pass by water through a 6′ channel which is 7′ deep at mean low tide and has filled in until it is V-shaped at the bottom. An effort will be made to have the channel enlarged to accommodate bigger boats, and to dredge an alternate channel from the intracoastal waterway in Aransas Bay by way of the Aransas Pass waterfront to the Corpus Christi ship channel in Corpus Christi Bay. The proposed improvements would cost an estimated $1,095,000.

A permit for the construction of a new $16,000 loading dock and sales office has been issued to the Lone Star Fish and Oyster Co. at Corpus Christi.

### McClain's Sea Food Equipment Sold

The Weaver interests at Orange have acquired the fishing boats and other facilities of McClain's Sea Foods at Sabine Pass. Processing plants are being operated by the firm at both Sabine Pass and Orange.

Frank Voltaggio, formerly manager of shrimping operations at Orange for St. John's Shrimp Co., has been appointed production manager for the Weaver shrimp interests.


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*For over 60 years*
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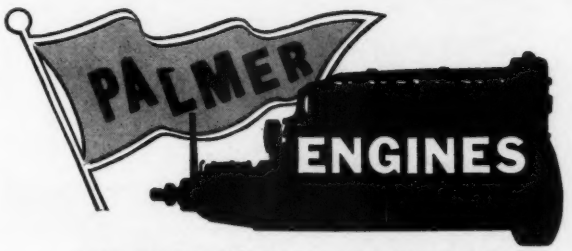


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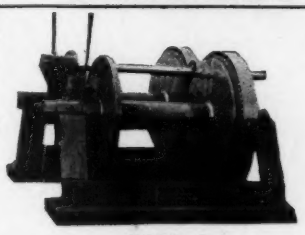

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# Vineyard Bailings

By J. C. Allen

It was close to the last of the month of February as we penned this report, and the weather was moderate and warm. We counted 27 draggers laying to the bollards, and overheard one skipper say that there was more profit in keeping tied up than in shoving off and trying to scrape a trip off the bottom.

The Government says that food is needed badly, especially fish. We wonder where the logic may be in trying to obtain more water from a one-inch nozzle by holding six buckets instead of one under it. That is about what it amounts to as we see it. And we further wonder if the great interest in the New England fisheries is prompted by a desire to obtain more food for the masses, or actually to preserve the structure of an industry whose vast expansion in our opinion was artificially created. Yes, we wonder.

We believe the filleting houses exist solely through the effect of long-practiced propaganda. In our judgment, filleting fish is an extremely wasteful process. Why, if food is scarce, throw 60% of a cod into the scrap for the sake of producing an almost boneless fillet? We have lived on and alongside of salt water all our life, and we know how coastal people prepare and cook fish. They did not, and do not now, throw away the nape of a cod, and they make use of the head as well. The waste in filleting the various species of sole, or flounder, is not as great, but it is considerable; and thus we throw away food while groaning about its scarcity.

We observe that for the past few years striped bass have been plentiful along certain sections of the coast. And commercial fishing for these bass, except with rod and reel, is prohibited by law in some States, while others are considering the passage of similar regulations. It makes us wonder just how acute this food shortage may be when purely class legislation is allowed to seriously interfere with the normal procedure of industry.

We are forced to ponder over the heated demand for a curtailment of fish imports, when we read in the Nova Scotia papers that New England draggers are ranging inside of the three-mile limit off that province, not only taking fish illegally, which they can land without paying duty, but destroying lobster gear off Digby and elsewhere, through the use of their nets.

We have observed with deep interest the unabated run of mackerel throughout the Winter, not in New England waters, actually, but very close, and of the herring which have been taken completely out of season. The conclusions of the Oceanographic Institute indicate that this may well be the rule instead of the exception in the years to come.

What all this adds up to we would hesitate to guess. We would not question for a moment the honesty of the average fisherman who works hard and receives little, in the long run. But we cannot help feel that there is something entirely wrong with the picture somehow, and that a dramatic surface flurry conceals an entirely different movement somewhere below.

It would be the height of silliness for an obscure person like ourself to offer suggestions to the heads of million-dollar corporations and of Government bureaus. Yet we wonder again, what the result might be if the sale of fish fillets were prohibited entirely. We wonder what would happen if all fishing after sunset should be prohibited, the dark hours being the time when groundfish bunch up and feed. Day fishing does not break up the schools nearly as quickly as night fishing. We believe such measures would work less damage upon the industry and the individual than any others which might be employed.

This is not pessimism. At the end of a stagnant month, we are simply taking a broad view of the situation to see if perhaps something can be salvaged. We believe there is, but we do not believe it can be done by the otter-trawl and fish-fillet school of thought. Revolutions are industrial as well as political, and this, as we see it, is a revolution.

# New Brunswick Report

**By C. A. Dixon**

Southern New Brunswick purse seiners have had poor luck this year, the sardine herring schools having been scattered and thin due to mild weather that has prevailed ever since the Fall. Not enough fish have been caught to keep the Canadian plants busy, although some of the larger factories have been operated part time. Last Winter was very cold and excellent sardine herring fishing was enjoyed.

Up to the end of February no heavy damage had been done to weir properties, owing to the mild weather, and it appears that weirmen may avoid making major outlays of money and material when building and repairing gets underway in March.

## Scallops Unusually Plentiful

Scallops have been more plentiful in Southern New Brunswick this Winter than ever before in history, but the weather during the month of February was changeable and generally unfavorable for the handling of the bivalves. The scallops taken recently have run smaller than usual, and fishermen predict an early end to the season's fishing, although actually much time remains before the closed season becomes enforced. A number of Digby, N. S. scallop boats have been operated on the Southern New Brunswick fishing grounds, basing at Wilson's Beach, Campobello.

## Smelt Fishermen Lose Nets

Smelt fishermen of the Neguac Bay in the Marimichi district of New Brunswick have lost 93 nets valued at more than $5,000 this Winter. Although prices for smelt were low, this was compensated for to some extent by an abundant supply. The season opened on December 1, and closed February 15.

## Reconditioning of Boats Begins

The reconditioning of boats has commenced in every fishing port along the Southern New Brunswick Coast as signs of an early break-up of Winter develop. Some new craft have been added to the fleet, among which is one built for Austin Zwicker of Seal Cove, Grand Manan, and which he has been fitting out for lobstering.

## New Campobello Fish Drying Plant

The new fish drying plant of Jackson Bros., Wilson's Beach, Campobello, has been completed and is operating successfully. This is the first patent drying set-up to be installed at Campobello, and consists of two units capable of handling 5,000 lbs. of fish, chiefly cod, pollock and hake. The plant, which is being operated on a 24-hour basis, requires about 60 hours to hard-dry pickled fish and 36 hours for fish which have been sun-dried. This development will greatly facilitate the handling of fish destined for the West Indies and Latin American countries, and will make it possible for the firm to buy more fish of all kinds.

The large, new fish plant at White Head, Grand Manan has been busy recently. A short time ago *M. V. Thomas S. Gorton* of St. John's, Nfld. brought 160,000 lbs. of salt cod to the plant for drying and packing.

## To Develop Nova Scotia Fishing Area

Considerable interest is being shown in the announcement from Amherst, N. S. by J. J. Cochrane, a member of the Nova Scotia Legislature, that a Grand Manan, N. B. firm plans to carry out fishing on an experimental basis along the Parrsboro shore. Reports are to the effect that lobsters weighing from 3 lbs. upward are available, and that prospects in this branch of fishing, as well as others, are promising. Some lobstering has been carried on off the Advocate shore, where the crustaceans are of large size. Other species inhabiting the waters of Minas Basin, Minas Channel and Chignecto Bay, the combined area of which is large, include halibut, herring, cod, pollock, salmon, mackerel and flounders. There are additional untapped areas in the head of the Bay of Fundy and adjacent waters which it is believed would yield fish on a commercial basis.


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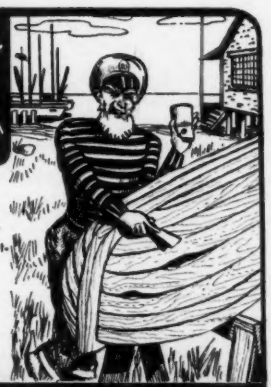

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# Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

## ANCHORS

R. S. Danforth, 2121 Allston Way, Berkeley, Calif.
*The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
*Northill Co., Inc., Los Angeles 45, Calif.

## BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Surrette Storage Battery Co., Salem, Mass.
*Willard Storage Battery Co., Cleveland, Ohio.

## CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLAM KNIVES, TONGS, RAKES

Chas. D. Briddell, Inc., Crisfield, Md.

## CLUTCHES

Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

## COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

*Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*The Edwin H. Fitler Co., Philadelphia 24, Pa.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

## DEPTH FINDERS

*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
*Bludworth Marine, 100 Gold St., New York 7, N. Y.
*Kaar Engineering Co., Palo Alto, Calif.
*Pilot Marine Corp., 39 Broadway, New York 6, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

## DIESEL AUXILIARY SETS

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W Outer Drive, Detroit 23, Michigan.
*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.
*Witte Engine Works, Kansas City 3, Mo.

## ELECTRIC MOTORS

The Imperial Electric Co., Akron, Ohio.

## ELECTROLYSIS ELIMINATION

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

## ENGINE CONTROLS

*Sperry Products, Inc., Hoboken 1, N. J.

## ENGINE MANUFACTURERS

### Diesel Engines

Atlas Imperial Diesel Engine Co., Oakland, Calif.
The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*Nordberg Mfg. Co., Milwaukee, Wis.
*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
*R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

### Gasoline Engines

Atlas Imperial Diesel Engine Co., Oakland, Calif.
*Chris-Craft, Marine Engine Div., Algonac, Mich.
*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Nordberg Mfg. Co., Milwaukee, Wis.
*Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.
*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## ENGINE DEALERS

*Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.
The Edson Corp., 49 D St., South Boston, Mass.
Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

## EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

## FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FISH MEAL MACHINERY

*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

## FLOAT CLAMPS

Fargo Mfg. Co., Inc., 937 Main St., Poughkeepsie, N. Y.

## FLOATS

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## GENERATORS

The Imperial Electric Co., Akron, Ohio.

## HOOKS, FISH

*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*O. Mustad & Son, Oslo, Norway.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## ICE BREAKERS

Gifford-Wood, Hudson, N. Y.
Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

## LORAN

*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## NETS AND NETTING

*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
Brownell & Co., Inc., Moodus, Conn.
R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Moodus Net & Twine, Moodus, Conn.
New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
A. M. Starr Net Co., East Hampton, Conn.

## OIL FILTERS

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.
Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

## OILS

*Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

## OYSTER KNIVES, TONGS

Chas. D. Briddell, Inc., Crisfield, Md.

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The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.
Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

## PAINTS

Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.
*International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.
*Pittsburgh Plate Glass Co., Pittsburgh, Pa.
Tarr & Wonson, Ltd., Gloucester, Mass.

## PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.
Federal Propellers, Grand Rapids, Mich.
*F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

## PUMPS

The Edson Corp., 49 D St., South Boston, Mass.
Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

## RADIO DIRECTION FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
*Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*Submarine Signal Co., 160 State St., Boston, Mass.

## RADIO RECEIVERS

National Company, 61 Sherman St., Malden, Mass.

### RADIO TELEPHONES

Fisher Research Laboratory, Inc., Palo Alto, Calif.
*The Harris Co., Portland, Me.
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
*Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

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*The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
"Shipmate": Stamford Foundry Co., Stamford, Conn.

### REVERSE AND REDUCTION GEARS

*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

### RUBBER BOOTS

Beacon Falls Rubber Footwear, Beacon Falls, Conn.

### RUBBER CLOTHING

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*J. F. Carter Co., Beverly, Mass.
Hodgman Rubber Co., Framingham, Mass.
H. M. Sawyer & Son Co., East Cambridge, Mass.

### RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

### SEAM COMPOUNDS

*Standard Dry Wall Products, Box X, New Eagle, Pa.

### SHIPBUILDERS, BOATYARDS

Avondale Marine Ways, Inc., Westwego, La.
Bath Iron Works, Bath, Me.
*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
Bristol Yacht Building Co., South Bristol, Maine.
Camden Shipbuilding & Marine Railway Co., Camden, Me.
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
Diesel Engine Sales Co., Inc., St. Augustine, Fla.
Electric Boat Co., Groton, Conn.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
Luders Marine Construction Co., Stamford, Conn.
Newbert & Wallace, Thomaston, Maine.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
Southwest Boat Corp., Southwest Harbor, Me.
Webber's Cove Boat Yard, East Blue Hill, Me.

### STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.
*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

### STERN BEARINGS

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
*Hathaway Machinery Co., New Bedford, Mass.

### TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

### WHISTLES

*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

### WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.
*John A. Roebling's Sons Co., Trenton 2, N. J.
*Wickwire Spencer Steel Division, Palmer, Mass.

## Hearing On Imports

*(Continued from page 22)*

row margins of protection. If the tariff cannot be increased, we believe that an absolute quota may be necessary."

The statement of Harold F. Cary, general manager of the American Tunaboat Association of San Diego, Cal., contained the following comments:

"Competition per se is neither harmful nor undesirable, but a far different view may be legitimately held when labor rates, labor conditions, standards of living are extant in foreign countries which are inimical to the maintenance of our own standard which the Administration seeks to maintain.

"To these conditions may be added such knowledge as is available on Government subsidization of foreign fisheries, technical and financial assistance from this Government to foreign countries and the granting of what is an effective subsidy by this Government by the lowering of the tariff by means of the Trade Agreement Act. American processors also have been called upon and have willingly divulged information on methods which has been of inestimable help to competing countries.

"There is a widely held view that American inventive genius can afford to pay higher wages and still compete with cheaper foreign production costs by the weight of great technological advance. The work of landing a fish is hardly different the world over, and no technological processes give us any advantage in that direction."

Speaking before the Senate Finance Committee hearing for fishing industry spokesmen, John DelTorchio, president of Gloucester Fisheries Association, pointed out:

"In 1939, the first year of the existence of the Second Trade Agreement, the entire production of fresh and frozen groundfish fillets in the United States amounted to 99½ million pounds. Imports of these species of fillets from Canada, Newfoundland, and Iceland during the same period, amounted to 9½ million pounds or 9½% of our total domestic production.

"Imports have continued to increase year by year until in the year 1948 the imports of fresh and frozen groundfish fillets of cod, hake, haddock, cusk, pollock, and rose fish reached a peak of 53,566,452 pounds. In 1948 the commercial fisheries of the United States produced 154½ million pounds of fillets of the same species. Thus in 1948 the imports represented more than 33% of the total domestic fillet production of this country. Expressed in another way, imports during the intervening ten years have increased more than 500% while domestic production has increased approximately 55%.

"At the present time, Gloucester is paying an average of 4¼c per pound for redfish while processors in Newfoundland buy the same species ex vessel for 1½c per pound. This immediately gives the Newfoundland processors an initial advantage of 11c per pound on fillets before processing."

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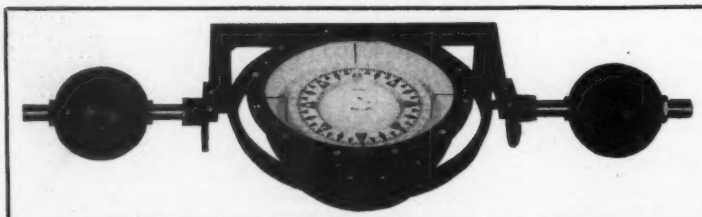

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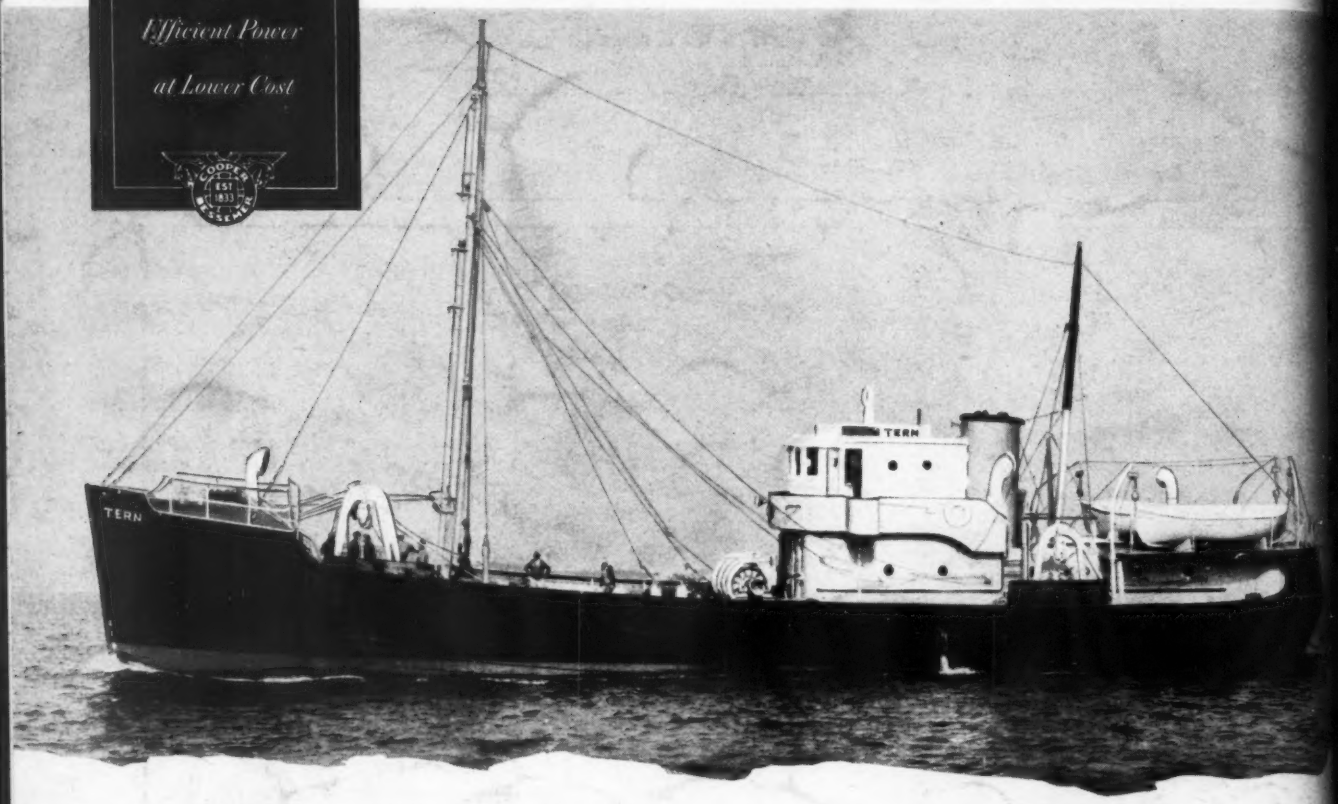


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